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The China Mail

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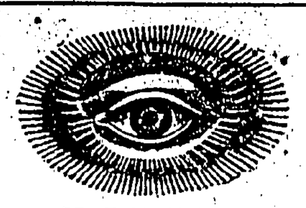
No. 25,602 HONG KONG, SATURDAY, JULY 2, 1927. PRICE, $3.00 Per Month.



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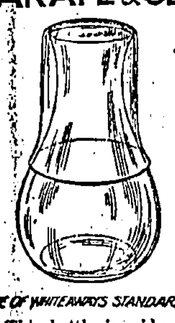

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LOST IN THE AIR.

Atlantic Fliers' Vain Search For Paris.

DESCENT INTO THE SEA.

Thrilling Escape From Damaged Plane.

After flying across the Atlantic in fog and rain so thick that they saw neither sky nor sea, Commander Byrd and his three companions in the aeroplane "America" made a vain search for Paris, and eventually descended into the sea owing to their petrol running short. They made a thrilling escape from their damaged plane to the shore in pitch darkness.

FOG AND RAIN.

Airmen See Neither Sky Nor Sea.

Paris, July 1.

Commander Byrd decided to descend on sighting the lighthouse at Ver-sur-Mer. He came down at 2.30, not at 5.45 in the morning.

The plane was fairly seriously damaged.

M. Poincare, the Prime Minister, telephoned the Government's congratulations to Commander Byrd immediately he heard of the descent, and also sent the congratulations of the United States Government.—Reuter.

Petrol Runs Short.

Paris, July 1.

Enveloped in freezing and impenetrable fog, Commander Byrd sent out wireless signals which indicated his presence at various parts of North France for several hours, but apparently he was unable to pick up the ground signals giving bearings.

Officials of Le Bourget were convinced that the airman was overhead and sent up sheaves of

LIEUT. COMM. R.E. BYRD.

rockets, though they realised the futility of Commander Byrd attempting to alight.

Finally, their petrol running short, the airmen saw a light and made a risky descent. They landed in the sea near Ver-sur-Mer lighthouse. The impact shattered the machine.

In a high sea and in dense darkness they inflated two india-rubber lifeboats and gained the shore.

The airmen declared that since leaving New York they had seen neither sky nor sea, and had been enveloped in impenetrable fog and rain.—Reuter.

Exciting Finish.

Paris, July 1.

Commander Byrd says that he lost his bearings immediately he touched France, the compass failing totally.

He was unaware that he had been to Paris. He saw a lighthouse and decided to descend at all costs, although he was unable to see water, as his petrol was giving out.

The under-carriage was wrenched off, the propellers were damaged and the cabin was flooded.

The india-rubber boat was blown up and rowed 200 yards ashore. They shouted but no one heard them.

A fisherman, seeing the wrecked machine, informed one of his sons, the deputy mayor, who found Byrd and Neville exhausted on the beach, Acosta, and Balchen having gone to the lighthouse.

Byrd almost fainted ascending the stairs of the deputy mayor's house, but gave minute instructions regarding the care of the plane.

An American lady was fortunately staying at Ver and she acted as interpreter.—Reuter.

EARLIER MESSAGES.

Report of Landing at Issy Premature.

London, July 1.

Commander Byrd did not land at Issy, although he appeared in the vicinity. His whereabouts are at present unknown.

Commander Byrd announced, at one o'clock that he only had three hours' petrol.—Reuter.

Record Stands.

Paris, July 1.

While the frenzy occasioned by Lindbergh's flight was entirely absent, Parisians in large crowds gathered at the offices of newspapers where wireless messages reporting Byrd's flight were posted up. As soon as night fell, the million candle power beacon at Le Bourget and the lights at Mont Valerien swept the cloudy sky.

Only four hundred were waiting at the gates of the aerodrome at nine o'clock this evening, but police were stationed every ten paces along the Paris Le Bourget road. Mounted police guarded the limits of the aerodrome the borders of which were outlined with little white and red lights. Rockers were fired at intervals to guide the airmen.

It was evident in the early evening that Lindbergh's record time of thirty-three and a half hours would not be beaten. The crowds at Le Bourget gradually increased. Anxiety was caused for some time by the "America" failing to answer wireless signals. It was reported she was lost on the way south of Paris.

Waiting in the Rain.

Paris, Later.

Rain is falling in torrents. Le Bourget is constantly sending up rockets. Hundreds of spectators, drenched to the skin and full of anxiety, are still waiting including Chamberlin and Levine and their wives, with flowers to welcome the crew of the "America."—Reuter.

No Answer to Wireless.

Paris, July 1, 8.10 a.m.

After neighbouring aerodromes had been throughout the night most agitated and excited the whereabouts of Commander Byrd are still an absolute mystery at six o'clock in the morning. Searches throughout the country, and continuous flares from rockets and wireless calls have all up to the present had no result.

Fall into Sea.

Paris, Later.

An official telegram received from Le Bourget states that Commander Byrd's aeroplane fell into the sea at 5.45 this morning off Ver-sur-Mer, after passing the neighbourhood of Paris at 3 o'clock this morning. Commander Byrd and his companions are all safe.—Reuter.

Plane Salved.

Paris, July 1.

The lighthouse keeper at Ver-sur-Mer was awakened early this morning by the knocking of four men who transpired to be Commander Byrd and his companions who had reached shore in a collapsible boat which he had aboard. With the assistance of fishermen the party salved the aeroplane.—Reuter.

Flight to Pole.

New York, July 1.

The newspaper "American" states that plans for an Antarctic expedition, headed by Commander Byrd, are rapidly materialising.

A large whaling vessel will leave Norfolk on September 6 for Stewart Island, New Zealand, with three Fokkers and fifteen airmen, including Byrd and Floyd Bennett, his North Pole companion and all the crew of the "America." Two planes will be used only for cruising purposes in the vicinity of the Pole. A third will make a final dash, piloted by Byrd.—Reuter's American Service.

Postponed Flight.

Maui, Hawaii, July 1.

Grace has postponed his flight to Santa Monica.—Reuter's American Service.

COMING HERE.

Cruiser To Bring Out Relief Crews.

London, July 1.

The cruiser "Calliope" is going to Hong Kong from Sheerness on July 5 carrying new crews for the "Petersfield," "Seamew," and "Gannet" for further service in China.—Reuter.

SERIOUS OFFENCES.

Ship Owner Smartly Fined.

NO PASSENGER CERTIFICATE.

Fines aggregating $2,370 (with alternatives amounting to 15½ months' imprisonment with hard labour) were imposed by the Marine Magistrate (Lt.-Comdr. G. F. Hole, R.N., this morning upon the owner and master of the s.s. "Tai Fook Sing" for contravening the Colony's clearance ordinances.

There were three specific charges:—(a) carrying 776 passengers from the Colony on June 30 without certificate as required by Ordinance 10 of 1899; (b) leaving the Colony without complying with all the Port Clearance Rules; (c) giving false information when obtaining a Port Clearance.

The master (Capt. Madson) was charged with all three counts and the owner (Hoch Guan Hong) with (a) and (b).

Mr. C. A. S. Russ, appearing for the owner, entered a plea of guilty. He said there was no doubt that the shipping company made a mistake. Up to September last year the vessel had a licence to carry 800 passengers. Since then the ship had only been into Hong Kong four or five times and had never carried passengers.

A Technical Offence.

Counsel asked that permission be given for the ship to clear at once, as there was valuable cargo aboard. The Company was willing to go without the passengers, or take only 12 if the Court would so permit. Mr. Russ asked for leniency. It was, he said, a technical offence and they had to plead guilty.

The Magistrate: In a case like this I cannot be lenient. It is a very, very serious offence.

Addressing the owner, His Worship fined him $200 on the first count or six months' hard labour, and $2,000 on the second count, with an alternative of six months' hard labour. In the event of the fines not being paid, the sentences to run concerrently.

Master Pleads Guilty.

Capt. Madson, master of the vessel, pleaded guilty to all three charges preferred to him and was nominally fined $25 and $50 in respect of the first two.

The third offence, said His Worship, was a more serious one. Masters should not give false information. There would be a fine of $100 or two months' hard labour.

In reply to Mr. Russ the Magistrate intimated that the ship could be cleared as soon as the fines were paid.

HANKOW SEIZED?

Reported Capture By Feng Not Confirmed.

LULL ON ALL WAR FRONTS.

Shanghai, July 1.

There are no developments of any note on the various fronts. Rumours of a successful surprise attack by Feng Yu-hsiang on Hankow and his occupation of the northern part of the city are not confirmed.— British Naval Wireless.

"Red Leaders.

Shanghai, July 1.

Tan Ping-shan, Communist head of the Bureau of Agriculture, has resigned on the grounds of ill-health, and Teng Yen-ta and other Communists are said to be preparing to leave.—Reuter.

OUR $50 PRIZE.

Reminder to Cross-Word Puzzle Competitors.

The ninth cross-word puzzle of the "China Mail's" new series appears to-day for the last time, and competitors are reminded that their entries must reach the "China Mail" Office, No. 5 Wyndham Street, not later than noon on Monday next. The tenth puzzle of the new series will be published on Monday.

RESCUES FROM WRECK.

Manila, July 1.

It is reported the French s.s. "St. Francis Xavier" from Noumea, struck a reef. The master, forty passengers and fifty-five of the crew were picked up by the British s.s. "Dollus," which is en route to Manila.—Reuter.

SMALLER NAVIES.

Geneva Conference's Good Progress.

BRITAIN'S PROPOSALS.

Three Powers To Limit Capital Ships?

The Technical Committee of the Geneva Naval Conference has made such progress towards agreement on questions relating to auxiliary craft that British circles now hope the subject of capital ships will be taken up before long, so that, without modifying in form the Washington Agreement, a self-denying ordinance may be accepted not to build up to the permitted strength.

EQUAL NAVIES.

Britain and United States Claims.

London, July 1.

It is impossible at present to state the exact effect of the proposals submitted by the three Powers participating in the naval conference at Geneva, as these are now being examined by the technical sub-committees, while the delegates are seeking instructions from their Governments on the principles involved.

All three Powers at the outset declared emphatically that their desire was to eliminate competition between them in naval armaments, and each submitted concrete proposals for limitation, which had not been subject to preliminary examination.

The British, since the opening session, have submitted a new proposal to the effect that without in form modifying the Washington Agreement about the replacement of capital ships, the three Powers should agree, by a self-denying ordinance, not build up to the permitted strength; Britain and the United States undertaking to lay down only nine new ships between 1931 and 1940 instead of fifteen, and the Japanese programme being proportionately modified.

This proposal Japan is apparently inclined to support, while the United States has not committed itself definitely.

The tendency of American opinion to regard every British proposal as an attempt to whittle down the American claim for complete parity of naval strength seemed at one time to imperil the success of the conference, but Mr. Walter Bridgeman's categoric disavowal of the intention of seeking supremacy has undoubtedly cleared the air and impressed the Americans in favour of the British contention that the strength of fleets should be fixed, not by the building capacity of each country, but by the reasoned examination of its special needs, thus paving the way for further economies in the future.—Reuter.

Capital Ship Hopes.

Rugby, July 1.

The Technical Committee of the Geneva Naval Conference has made such material advance towards agreement on questions relating to auxiliary craft that British circles now hope the subject of capital ships will be taken up before long.

The British delegation's proposals regarding this class are reduction of tonnage from a 35,000 to a 30,000 limit, the reduction of guns from 16 inch to 13.5 inch, and the lengthening of the life of battleships from 20 to 26 years.

In support of these proposals it is urged that if the three Powers concerned agree thus to carry a stage further the limitations prescribed in the Washington Treaty, their action would provide striking proof of their sincerity in the cause of armament diminution, and would, moreover, lead to very substantial economy.

It is, of course, intended that the British proposals should be adjusted so as not to affect in any way the balance in regard to the capital ship ratio which was agreed to at Washington.

It it hoped that a clear understanding of this fact, coupled with the British delegation's frank declaration that they have no desire to question the United States' claim to parity with Great Britain on any class of vessel will facilitate discussion of this subject.

It is understood that the Japanese are in principle inclined to regard with favour the British proposals on capital ships.

Submarine Proposals.

Geneva, July 1.

As an outcome of the meeting of the Technical Committee of the Naval Conference, the British representatives proposed that submarines be limited to two classes of 600 tons and 1,600 tons, respectively, with five inch guns.—Reuter.

CHICAGO SWELTERS.

Heat Wave Causes Eighteen Deaths.

Chicago, July 1.

The severest heat wave for many years has caused eighteen deaths in Chicago alone in the past two days.—Reuter's American Service.

NO CHANGE.

CHINA NAVIGATION DEADLOCK CONTINUES.

CANTON BOAT AFFECTED.

There has been no development in the situation regarding the strike of China Navigation officers, it was learnt on enquiry this morning.

No vessel of the Company cleared the port yesterday or this morning and it is understood that the sailing schedule of the China Navigation Company has meanwhile been withdrawn.

The s.s. "Fatshan," employed on the Canton run, is also affected, in addition to the coasting vessels and instead of departing on her usual trip yesterday morning, was taken out to safe moorings off Stonecutters' Island.

The river schedule will not be interrupted, all vessels employed making double runs, with two sailings each way each day.

The China Coast Officers' Guild and Marine Engineers' Guild of China announces that an adjourned meeting will be held this evening at seven o'clock.

YANGTSE INCIDENT.

PIRATES CAPTURE AMERICAN CAPTAIN.

Shanghai, July 1.

A message from Ichang, says news has reached Ichang by junk that the American Captain S. Fisher, master of the steamer "Chichuen," with the Chinese compradore, has been captured by pirates between Ichang and Chungking and held to ransom for $20,000. The "Chichuen" left Ichang on June 24 and grounded thirty miles from Ichang, the pirates raiding her while she was out of control.—Reuter.

HENDON PAGEANT.

MIMIC BATTLES IN THE AIR.

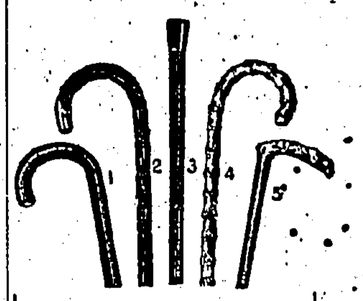
200 PLANES TO TAKE PART.

Rugby, July 1.

Over 200 aeroplanes will take part in the annual display of the Royal Air Force at Hendon tomorrow, and the programme, which includes mimic air battles, aerobatics and stunt flying of every description, will last continuously for six hours.

At least 100,000 spectators are expected to attend this pageant, and as usual the King and Queen will be present, accompanied on this occasion by the King of Spain, the Duke of Connaught, and the Duke of York who is himself an officer in the Air Force.

When the King arrives all the machines ranging from fast single-seater fighters and tailless aircraft to huge bombing and troop carrying craft will fly past the Royal enclosure and will give the salute.—British Wireless Service.



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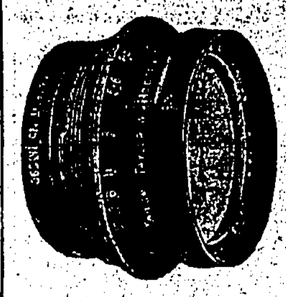

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Hongkong, 9th March, 1927.

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Hong Kong, 26th February, 1927.

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H. MORI, Manager.
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The Bank has Correspondents in the Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java, Africa, &c.
Interest allowed on Current Accounts, and Fixed Deposits at rates which will be quoted on Application.
T. TAKAGI, Manager.

HONG KONG BRANCH:
3, Des Voeux Road Central.
Hong Kong, 7th May, 1926.

THE BANK OF CANTON, LTD.

Established 1912.
Head Office:—Hong Kong.

Authorised Capital (H.K. Currency)... 11,000,000
Paid. Up Capital 8,364,500
Reserve Fund 850,000

BRANCHES:—
Canton, Shanghai, Hankow, Swatow, Bangkok, New York and San Francisco.
LONDON BANKERS:—
The Lloyd's Bank Limited.
CORRESPONDENTS
In all principal cities of the World.
Foreign exchange and banking business of every description transacted.
Safe Deposit Boxes (various sizes) at a yearly rental of from $6 to $40.
LOOK POONG SHAN, Chief Manager.
Hong Kong, 19th February, 1927.

COMMERCE AND FINANCE.

MANCHESTER TRADE

SPINNING INDUSTRY DOING POORLY.

FEW INQUIRIES.

May, says Messrs. James F. Hutton and Co., Ltd.'s Manchester report dated June 1, has been a month in which a great deal of work has been done with comparatively little remuneration. On the 13th we had the first list of minimum prices for yarn issued. Offers which were workable before the rise, then began to flow in, and it took makers all their time revising their quotations.

There was much comment in the market on the drastic steps which the Yarn Association had taken in order to keep their members out of the Bankruptcy Court and some said that the larger markets, especially India, would not stand so large a rise in prices, and would refrain from buying further. The markets abroad do not apparently realise the really bad condition of the Lancashire spinning industry, and the necessity for spinners to at least stop selling their productions at a loss, which they have certainly been doing for some time past.

Indian Prospects.

The prospects from India seem better and as profits should be realised on the extensive purchase of some months ago, which are now being delivered, it is quite reasonable to hope that in the near future there will be more business doing. For the present, firm prices prevail in the market, although the demand has not improved. Yarn prices were again raised on Friday and the proportionate rise in cloth quotations has made business even more difficult.

Cables have become fewer and what offers they contain are far from workable, so that before the trade situation can be regarded favourably from either the spinner's, manufacturer's or merchant's point of view, bids will have to be raised considerably.

Indian demand has slackened off to some extent with the advancing prices, offers being chiefly for the staple qualities.

Only a very little business is being done in shirtings and makers in this class are getting hungry for orders. A little is still being done in dhooties and light whites but here again offers are very poor and orders are not increasing in either number or size. Enquiry for printing cloths has improved slightly but business in these styles is still a long way off.

THE MERCANTILE BANK OF INDIA, LTD.

HEAD OFFICE:
15, Gracechurch Street, London, E. C. 3.

Authorised Capital £3,000,000
Subscribed Capital 1,800,000
Paid-up Capital 1,050,000
Reserve Fund and rest .. 1,545,667

BANKERS:
The Bank of England & Midland Bank, Ltd.

BRANCHES:

Bangkok	Galle	Kuala Lumpur	Rangoon
Batavia	Hongkong	Kuantan(Pahang)	Shanghai
Bombay	Howrah	Madras	Simla
Calcutta	Kandy	New York	Singapore
Colombo	Karachi	Penang	Sourabaya
Delhi	Kota Bhara	Port Louis (Mauritius)	

HONGKONG BRANCH.
Every description of Banking and Exchange business transacted.
INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.
C. L. C. SANDES, Manager.
7, Queen's Road Central, Hongkong, June 16, 1926

THE BANK OF CHINA.
中國銀行

(Specially Authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917).

Authorised Capital $60,000,000.00
Paid-up Capital 18,278,600.00
Reserve Fund 9,629,425.24

HEAD OFFICE: PEKING.

HONG KONG BRANCH:
4, Queen's Road Central.

Branches and Sub-branches all over China and Correspondents in Europe, America, and other parts of the world.
London Bankers:—The National Provincial and Union Bank of England, Ltd.
The Guaranty Trust Company of New York.
New York Bankers:—The Irving National Bank.
The Equitable Trust Company of New York.
Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on approved securities.
Special facilities for Home Exchange.
SHOU J. CHEN, Manager.

LOCAL SHARES.

LITTLE BUSINESS DURING WEEK.

MAIN FLUCTUATIONS.

Messrs. Moxon and Taylor's weekly share report dated June 30 states:—

The quiet tone in the market reported in our last circular remained unchanged during the week under review with very little business to report.

There are, however, several enquiries for small parcels of shares at lower prices but with few, if any, sellers.

Shanghai market remains unchanged.

The following are the principal alterations since last week.—

Banks:—Are coming in for rather more enquiry at $1067½ but sellers are holding out for $1075.

Unions:—Continue quiet.

Steamboats & Star Ferries:—Have sellers but no buyers at quotations.

Douglases:—Continue firm.

Waterboats:—Have had another rise and have buyers at $16.20.

Hong Kong Lands:—Continue to meet with demand at $55¼.

Hong Kong Trams:—Are steady at quotations.

Cements:—Have buyers at $7 for the combined shares after business done at $7.15 and $7.05.

China Lights:—Are easier with sellers at $14.

China Providents: — Continue steady.

Dairy Farms:— Have changed hands at $15.

Electrics:—Are quiet with buyers offering $51.60 after a few transaction having taken place at $52.15 and 52¼.

Wharves:—Could be placed at $108 but more would have to be paid to obtain shares.

London Quotations of June 29:—Banks £116; Indos Deferred £5. 5/.; Shells £4. 15/- all middle prices.

Exchange:—The demand selling rate on London is 2/-1/16 and the T.T. on Shanghai is Tls. 78⅛.

The next Settlement Day is Tuesday, July 26.

CAPITALISTS' PAY.

THE LIGHTER SIDE OF ECONOMICS.

London, May 11.

The debate to-day between Mr. James Maxton, M.P., and Sir Ernest Benn on the subject "Are capitalists overpaid?" was as entertaining as speeches on economics are at all likely to be. The convention when leading men lend their services as debaters in the cause of the King Edward Hospital Fund for London is that serious subjects should be dealt with as lightly as possible. At the London School of Economics this evening both the Socialist and the individualist were doing their best to fulfil this requirement.

It was Mr. Maxton who was, perhaps, the most successful, and his general good humour and occasional flippancy amused and probably surprised the audience. During his second speech Mr. Maxton was, it is true, somewhat carried away by political passion and became dramatically serious as he launched into an interesting exposition of Socialist economics. Mr. T. P. O'Connor, as the Father of the House of Commons, made a genial and fatherly chairman.

Strikes and Debates.

Mr. Maxton reminded us that the general strike prevented this debate from taking place a year ago. "If I understand the Trade Unions Bill, never again will there be a debate or anything else interfered with by a general strike." The audience applauded, and Mr. Maxton went on: "I would not applaud too soon. Very often the anticipations of the House of Commons are not borne out by subsequent events."

He went on to twit Sir Ernest Benn with his "recent political family bereavement," and remarked that he was hopeful that this debate would bring within the Socialist fold another member of the same distinguished family.

Something Quick.

Coming to the capitalists, Mr. Maxton remarked genially that the sensible course would be to abolish them altogether, and he would gladly debate with Sir Ernest Benn "whether it should be done by something quick or something slow in boiling oil." With this Mr. Maxton plunged into economics, putting the familiar case of the underpayment of people who do the essential public services and the overpayment of the "capitalist fellow" who demanded payment at the rate of hundreds of thousands of pounds. The one qualification of the capitalist was that he happened to possess money. Mr. Maxton said that he had read a book written by his opponent—his was a complimentary copy—to find out what services the capitalist rendered to the community. Sir Ernest Benn made out a good case, and if any simple person read it he might believe it.

Sir Ernest Benn made a humorous hit by quoting phrases of Mr. Maxton by the capitalist press and abuse of himself in the Labour press. He went on to produce arguments on his side as familiar as Mr. Maxton's on his. For example, he gave as an instance of the capitalists, who were overpaid the 59,000 bricklayers who were able, owing to their special privileges, to delay the building of houses. He remarked that it took about £1,000 of capital to employ the average worker, so that if the worker was underpaid the obvious remedy was to find more capitalists.

Case For Capital.

From this he proceeded to develop the extreme individualistic argument against Government control, and came to the following conclusions:—You must have capital; even Moscow agrees with that, you must have private ownership of capital, because all experience shows that the private individual is the only agent capable of saving and conserving capital. And, finally, you cannot overpay capital, because you never pay to capital more than you must—i.e., the lowest price which capital is willing to accept for the services required.

Mr. Maxton, in his second innings, said but for Sir Ernest Benn there would not be anybody to say a kind word for the capitalists. They had not the intelligence to defend themselves. To Sir Ernest Benn's attack on Parliament he retorted that under the present system the whole machinery of Parliament and government has to be largely devoted to collecting money from the taxpayer and paying it over to the capitalist in the form of interest on War Loan.

Mr. Maxton asserted that if the capitalist gets anything at all he is overpaid, and from this text he preached a simple and striking sermon designed to prove that the proportion of wealth that is paid to the providers of capital is altogether disproportionate to the proportion that is paid to the workers, who actually produce things and do the necessary work of the world.—"Manchester Guardian."

SHANGHAI SHARES.

STRENGTH IN RUBBER MARKET.

Messrs. Crompton & Baker in their report for the week ending June 25 state:—

Rubber shares again have featured on the market as the strongest section of stocks in which deals are now being made. The heavy selling orders which overpowered the market in the previous week came to an end, and a reaction in the price of rubber brought about a complete change in conditions, buyers being in the majority with sellers extremely hard to find. Those who had taken a bearish view were disinclined to do further speculation on the forward market, and, as these were practically the only sellers on the market, business has considerably puzzled most people, and the general tendency is to wait and see how such important features as the trend of stocks are likely to eventuate in the coming period. It is, in fact, difficult to take any definite view at the present time, for, in spite of the fact that bullishness in rubber appears to predominate just now, at the same time there appears to be no specific reason to change one's views relative to the economic position affecting supply and demand.

From a broker's point of view, business locally shows a considerable improvement for at last a market has been made, and principals who are willing to play the get-in and out game should also profit by this if a careful eye is kept on the tendency of the market both from the region of local business and all that a speculative position incurs and from that of watching closely conditions in the main markets for the commodity.

The most obvious trade barrier is Customs tariffs; the real trade barrier is in the mind.—Sir Alan Anderson.

HONG KONG MARKET PRODUCE.

APPROXIMATE RETAIL PRICES.

Butcher Meat.

			June 30, 1927. Cts.	June, 1918. Cts.	June, 1914. Cts.
Beef Sirloin	牛腰肉	lb.	23	24	12
„ Prime Cut		„	28	23	12
„ Corned	咸牛肉	„	—	23	12
„ Roast	炮牛肉	„	28	24	22
„ Breast	牛腩肉	„	24	20	18
„ Soup	湯肉	„	26	20	18
„ Steak	牛排	„	28	24	22
„ Steak Sirloin	牛柳腰肉	„	40	30	35
„ Sausages	牛腸	„	40	26	20
Bullock's Brains	牛腦	per set	15	10	12
„ Tongue, fresh	牛脷	each	65	50	60
„ Tongue, corned	咸牛脷	„	—	60	—
„ Head	牛頭	„	$1.20	—	$1.20
„ Heart	牛心	lb.	24	13	14
„ Hump, Salt	牛腩	„	34	20	18
„ Feet	牛蹄	each	8	10	12
„ Kidneys	牛腰	„	15	10	12
„ Tail	牛尾	„	28	20	22
„ Liver	牛肝	lb.	24	18	14
„ Tripe	牛肚	„	7	6	7
Calves' Head & Feet	牛仔頭腳	set	$1.20	$1.00	$1.00
Mutton Chop	羊排	lb.	46	26	—
„ Leg	羊腿	„	46	26	—
„ Shoulder	羊手肉	„	44	24	—
„ Saddle		„	46	—	—
Pig's Chitlings	豬腸	„	35	—	27
„ Brains	豬腦	Per set	5	—	12
„ Feet	豬腳	lb.	18	15	—
„ Fry	豬什頭	„	28	15	18
„ Head	豬頭	„	18	20	—
„ Heart	豬心	each	15	10	10
„ Kidneys	豬腰	„	15	10	3
„ Liver	豬肝	lb.	52	30	24
Pork Chop	豬排骨	„	36	25	23
„ Leg	豬腿	„	40	—	—
„ Loin	豬後腰	„	45	60	70
„ Fat or Lard	豬油	„	26	21	—
Sheep's Head & Feet	羊頭腳	per set	90	60	70
„ Heart	羊心	each	12	8	7
„ Kidneys	羊腰	„	15	12	10
„ Liver	羊肝	„	46	26	25
Sucking Pigs, to order	乳豬	lb.	26	25	22
Suet, Beef	鮮牛油	„	30	20	18
„ Mutton	鮮羊油	„	50	26	26
Veal	牛仔肉	„	36	20	19
„ Sausages	牛肉腸	„	40	20	20
„ „ No. 1		„	32	—	—

Fish.

Barbel	鯰魚	lb.	40	19	24
Bream	鯛魚	„	22	20	16
Canton Fresh Water Fish.	塘魚 / 水鮮	„	24	13	16
Carp	鯉魚	„	46	16	27
Catfish	鯰魚	„	25	12	9
Codfish	鱈魚	„	30	20	25
Crabs		„	32	23	26
Cuttle Fish	魷魚	„	35	16	2
Dab		„	35	23	16
Dace	青鯇	„	40	10	9
Dog Fish	鯊肚	„	12	10	8
Eels, Conger	海鰻	„	32	16	—
„ Fresh Water	淡水鰻	„	24	10	18
„ Yellow	黃鱔	„	25	26	30
Frogs	田雞	„	100	32	25
Garoupa	石班	„	60	40	30
Gudgeon	白鮕	„	25	18	15
Herrings	鮕魚	„	28	22	18
Halibut	黃甲花	„	35	18	23
Labrus	龍占	„	40	22	18
Loach	鰍	„	62	22	24
Lobsters	龍蝦	„	52	32	21
Mackerel	鯖魚	„	18	20	26
Monk Fish	老公魚	„	30	32	28
Mullet	鯔魚	„	34	18	2
Oysters	鮮蠔豉	„	36	16	22
Parrot Fish	鸚公班	„	28	14	9
Perch	鱸花班	„	36	20	15
Pike		„	18	16	9
Plaice		„	30	28	14
Pomfret, Black	黑鯧	„	34	26	20
Pomfret, White	白鯧	„	42	36	30
Prawns	蝦	„	$1.00	36	45
Ray	鱙公魚	„	12	10	14
Rock Fish	石斑	„	32	18	18
Roach		„	35	22	16
Salmon	鮭魚	„	68	36	30
Shark	沙魚	„	10	8	10
Skate	魟魚	„	10	10	10
Shrimps	蝦	„	68	26	35
Snapper	立魚	„	35	32	30
Soles	沙尤	„	52	28	28
Tench	尤口	„	20	22	18
Turbot		„	28	18	12
Turtles, small, fr. water		„	$1.40	40	—

Poultry.

			June 30, 1927. Cts.	June, 1918. Cts.	June, 1914. Cts.
Chicken	雞	lb.	55	30	14
Capons, Small	線雞	„	45	28	20
Capons, Large	肥線雞	„	50	28	20
Duck	鴨	„	40	22	14
Doves	鴿	each	—	22	14
Eggs, Hen (cooking)	雞燒蛋	per doz.	30	18	10
Eggs, Hen (fresh)	新鮮雞蛋	„	36	25	20
Fowls, Canton	本地雞	lb.	70	8	8
Fowls, Hainan	海南雞	„	40	36	30
Geese	鵝	„	45	24	14
Pigeons, Canton	白鴿	each	60	80	25
„ Hoihow	海口鴿公	„	35	28	20
Turkeys, Cock	火雞公	lb.	—	55	25
Turkeys, Hen	火雞	„	—	51	25
Snipe	沙堤鷸	each	—	—	—
Pheasant	山雞	pair	—	—	—
Quail	鵪鶉	each	—	—	2
Partridges	鷓鴣	„	—	—	—

Fruits.

Almonds	杏仁	lb.	58	35	—
Apples (California)	金山蘋菓	„	30	24	—
Bananas (bride's)	香山香蕉	„	6	4	—
Carambola	楊桃	„	—	12	—
Cocoanuts	椰子	each	12	10	10
Lemons, China	檸檬	lb.	16	7	0
Lemons (America)	金山檸檬	each	9	8	0
Lichees, Dried	荔枝干	lb.	45	25	30
Oranges (Canton)	新會甜橙	„	30	—	—
Oranges	橙	„	30	—	15
Pears (Canton)	沙梨	„	10	—	—
Peanuts	花生	„	14	10	12
Persimmons, Large	紅柿	„	—	12	—
Plantain	大蕉	„	4	3	—
Pumelo, Siam	暹羅柚	each	22	12	6
Walnuts	合桃	lb.	28	—	16
Grapes	提子	„	—	—	—

Vegetables, &c.

Artichokes	竹芝	each	—	—	8
Beans, Sprout	菜芽	lb.	4	—	7
„ Long	豆角	„	11	8	—
Beet Root	紅頭菜	each	3	8	8
Bitter Squash	苦瓜	lb.	5	—	—
Brinjals, Green	青瓜	„	6	5	9
„ Red	紅瓜	„	7	5	8
Cabbage, Chinese	乔菜	„	14	5	12
„ (Shanghai)	鄉菜	„	18	12	—
Cane Shoots, bunch	蔗	„	—	—	—
Cauliflower (Large)	大鄉菜花	each	—	—	—
„ (Medium)	中鄉菜花	„	—	—	—
„ (Small)	細鄉菜花	„	—	6	6
Carrots	金塘菜	lb.	12	6	6
Celery, Chinese	臭芥菜	„	10	10	6
Chillies, Dried	辣椒干	„	20	25	5
„ Red	紅辣椒	„	9	10	16
„ Green	青辣椒	„	6	8	12
Curry Stuff, English	菜厘材料	„	10	8	—
Cucumbers	青瓜	„	5	2	—
Garlic	蒜頭	„	6	6	6
Ginger, Young	薑子	„	6	7	—
„ Old	老薑	„	5	10	—
Horseradish, Shanghai		„	40	8	4
Indian Corn	粟米	„	8	45	—
Lettuce	生菜	„	10	1	—
Water Chestnuts	馬蹄	„	10	—	8
„ Mandarin	桂林馬蹄	„	12	—	8
Mushrooms, Fresh	鮮草菰	„	52	—	3
Okroes		„	18	1	10
Onions, Bombay	洋葱頭	„	8	3	3
„ Green	生葱	„	5	4	6
„ Shanghai	上海葱頭	„	6	4	—
Parsley	芹菜	„	25	60	8
Potato, Sweet	番薯仔	„	5	3	—
„ Japanese	日本薯仔	„	5	3	—
„ American	金山薯仔	„	6	3	—
Pumpkin	冬瓜	„	5	4	—
Radish	紅蘿蔔仔	„	5	—	—
Rhubarb (Fresh)	大干菜	„	15	—	10
Shallots	葱	„	8	8	—
Spinach	菠菜	„	6	4	—
Tomatoes	番茄	„	15	7	—
Taros	芋頭	„	5	6	—
Turnips, Punti (Long)	蘿蔔菜	„	6	4	—
Vegetable Marrow	節瓜	„	6	4	—
Water Cress	西洋菜	„	11	15	—
Water Lily Root	蓮藕	„	6	6	—

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TO LET.—Five-rooms House in Granville Road, Kowloon, with flush and sanitary conveniences. Ground floor three rooms Flat in Prat Buildings, with flush and sanitary conveniences. Apply to: Spanish Dominican Procuration.

FOR SALE.

FOR SALE:—Chefoo Stamps. Unused. Set of six stamps:—2, 5, 10. 15, 20 and 25 cents. Price $2 per set.—Apply Box No. 490, c/o "China Mail."

FOR SALE.—One brass "Hung Ming" pan of the Chinese Han Dynasty with automatic springs Price $1,000.00 Apply Box No. 487, c/o "China Mail."

MISCELLANEOUS.

YOUR VISITING CARDS neatly and promptly printed.—"China Mail" Office, No. 5, Wyndham St., Telephone Central 22.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS AND SURVIVORS.

—Public Auctions—

THE Undersigned have received instructions to sell by Public Auction

ON
TUESDAY, the 5th July, 1927,
commencing at 2.30 p.m.
at their Sales Room, Duddell Street.

A Quantity of
VALUABLE HOUSEHOLD FURNITURE
comprising:—

Teak Hatstand, Bookcase, Glass Cabinet, Desks, Carpets, Rugs, Pictures, Oil Paintings, Couch and Armchairs, etc., etc.

Teak Dining Tables, Dining Chairs, Teak Sideboards with Bevelled Mirrors, Dinner Waggon, Ice Chests, Dinner Service, Fine Cutglass Ware, Kitchen Utensils, etc., etc.

Teak Bedsteads with Mattresses, Camphorwood Chest of Drawers, Teak Dressing Tables with Bevelled Mirror, Teak Wardrobes with and without Mirror, Teak Chamber Stands, Tile and Marble Top Washstands, Baby Cots, etc., etc.

ALSO

A Quantity of
BLACKWOOD WARE
including:—

Curios Cabinets, Curio Stands, Hatstand, Jardinieres, Marble Top Stools, Marble Top Table, Music Cabinet, Chairs, Table Screen with Old Chinese Painting, etc., etc.

AND

One Victrola
Four Gramophones.

Catalogues will be issued.

On View from Monday, the 4th July, 1927.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

Hong Kong, 30th June, 1927.

THE Undersigned have received instructions to sell by Public Auction

ON
WEDNESDAY, the 6th July, 1927,
commencing at 2.45 p.m.
at No. 178, Kowloon Tong

A Quantity of
VALUABLE HOUSEHOLD FURNITURE.

Catalogues will be issued.

On View from Tuesday, the 5th July, 1927.

Terms:—Cash on delivery.

LAMMERT BROS.,
Auctioneers.

Hong Kong, 30th June, 1927.

FAMOUS ECZEMA REMEDY.
FOR EXTERNAL USE ONLY.

Thousands praised this wonderful remedy. Used for centuries with amazing success. A swift, sure relief for Eczema, Itch, Tetter, Boils, Ulcerated Leg and all Skin diseases. No matter how long standing. Give it a trial.

Generous Jar only $2.00.
On Sale at:
No. 40 Queen's Road, C., Hong Kong.

NOTICES.

FOURTH OF JULY.

THE AMERICAN COMMUNITY
will be at home to its friends
on
MONDAY, JULY FOURTH
at
The Hong Kong Hotel Roof Garden
from 4 to 6.30 p.m.

THE HONG KONG & KOWLOON TAXICAB CO., LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Hong Kong and Kowloon Taxicab Company, Limited, will be held at the Office of the Company, 35, Des Voeux Road Central, on TUESDAY, the 5th day of July, 1927, at 12 o'clock, noon for the purposes of considering, and if approved, of passing the following Resolution as an Extraordinary Resolution, viz:—

"That the Hong Kong and Kowloon Taxicab Company, Limited, "be wound up voluntarily, and "that Mr. H. R. CLELAND, C.A., "of Messrs. Lowe Bingham & "Matthews be, and is hereby "appointed liquidator for the pur-"pose of such winding up".

AND NOTICE IS HEREBY GIVEN that should the foregoing Resolution be passed by the requisite majority it will be submitted for confirmation as a Special Resolution at a further Extraordinary Meeting, and such Meeting will be held on WEDNESDAY, the 20th day of July, 1927, at the same time and place for the purpose of considering, and if thought fit, confirming such Resolution as a Special Resolution accordingly.

By Order of the Board,
SUM PAK-MING,
Chairman.

Hong Kong, 27th June, 1927.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

THE FORTY-SIXTH ORDINARY GENERAL MEETING of the Company will be held at the Offices of the General Managers, Messrs. Jardine, Matheson & Co., Ltd., Pedder Street, Hong Kong, on MONDAY, the 25th July, 1927, at 11 a.m. for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th July to 8th August, 1927, both days inclusive.

By Order of the Board,
JARDINE, MATHESON & CO., LTD.,
General Managers.

Hong Kong, 24th June, 1927.

HOME TUITION.

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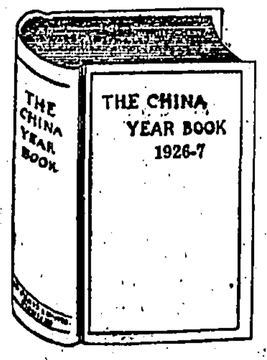

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"FROM WITHIN."

RUSSIANS REMAIN WHERE THEY WERE.

BISHOP BURY'S BOOK.

Russia is prominent in the news this week, and by an interesting coincidence Bishop Bury's new book, "Russia from Within" (The Churchman Publishing Co., 8s. 6d. net), appears at this moment. Bishop Bury was for fifteen years Bishop for Northern and Central Europe, and the Church of England Chaplaincies in Russia fell within his jurisdiction. Before the war he was one of the most popular British personalities in Russia, and had a profound belief in the spiritual and material future of that country. His new book shows that he has not abandoned his belief, and his views, based upon sources of information, to which few Englishmen have access, are ably set forth in his book.

In his introduction Bishop Bury says: "Let my first words in writing this book be a request that all its readers will carefully distinguish, throughout, between the Russia and the Russians I speak of, and the Soviet Government which controls them. There is a great confusion of thought in this country through not making this very important distinction.

"From the Soviet Government, until it completely changes its policy, I expect nothing at all that will be for the good and advantage of Russia, but everything to the contrary, and more and more surely in this country do we feel that the world itself will gain nothing but harm from Russia's present administration unless there is an absolutely radical change of policy and rule. Russia, itself and Russians, as a whole, remain as they were, and all I have to say that is hopeful and of promise for the future is based upon my firm conviction that the Russians are a great people, and have a great country, and that their national equipment assures them a great place in future history.

"I doubt if there has ever been a time in history when it was so necessary to distinguish (notwithstanding the common saying that a people get the government they deserve) between the nation and its rulers for the time being, who have managed to get the reins of government in their hands and seem likely to hold them for some considerable time to come."

Towards the close of his book Bishop Bury has a chapter of great interest on "Old and New Russia." After an impartial survey of the new regime and the old he goes on to say:—"What does remain, however, I am absolutely convinced, notwithstanding the two startling contrasts I have endeavoured to depict, is the amazing genius of the Russian people in peasant and townsfolk alike—for there are many influential people, both in and out of Russia to-day, who have come from the peasant ranks—and which has been shown to us of this generation, in Russian literature and art, especially in Russian music, painting, dancing at the opera, in the drama, and especially under Anglo-Saxon leadership, in the great realms of industry. There still remain, untouched by revolutions, undiminished in value, Russia's resources, which exceed those of any other country.

"Every possibility of development is within the compass of Russia, and amongst its people are those who are fitted for and will certainly not shrink from the task. And so very possibly there may be yet another contrast for the world to see, and in no very long time, more striking still than that presented between those which I am now calling the Old and the New Russia.

"With the greatest possible hesitation I am venturing here to say that public agitation against Russian Communistic propaganda is in the judgment of many Anglo-Russians unnecessary, and very likely to do harm. Communism is daily diminishing in influence in Russian thought and action. Its condemnation by Lenin, if that condemnation is left to do its own work, must have its effect, as no one else in this generation will have his influence. Public agitation, therefore, in this country, and unrepresented there, in Russia, may only just stir up opposition afresh.

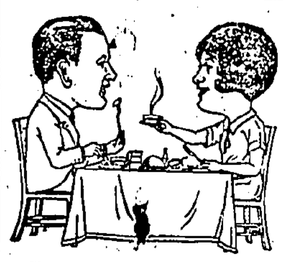
"We know how the Russian worker has been misled about the real character of our General Strike and the Mining struggle. In the same way he can be misled about meetings in this country represented to him as anti-Russian in their character. I will say nothing about the effect of public agitation on our own Communists, beyond this, that one of the greatest observers in this country, and one of the highest and most privileged among us, once said to me in a conversation, as we spoke of some very extreme utterances of the day before: 'After all, it is only letting off steam, and to prevent it would only be sitting on the safety valve—and you know what that means.'

"We must, of all people, feel ourselves deeply and intimately concerned in Russia's political future, for if Russia does advance along the path of liberty and gain true self-government, what constitution is it likely to adopt and to what country will it look for a lead except to our own? At least we can still present to the world the 'Mother of Parliaments,' and there is no country certainly at the moment which can give to a Russia, wishing to govern itself, such a real lead in adopting that kind of democracy to which their development has been slowly but surely pointing, as our own....

"Influences are always steadily at work in the lives of peoples, and which end in giving them the Government for which they are most fitted, and those influences, just as in the formation of human character, are the things which are not seen, and there are many Russians well known to myself—typical no doubt of countless numbers of others—who consider ours as the most stable democracy in the world, with a stability that is likely to increase."

I am very much struck with the advantage of people living in an earlier period than the present; they had the first opportunity of saying the right thing.—Mr. Churchill.

When I meet a boy who is companionable with grandmothers and aunts, and who has nothing said against him, I feel there is something wrong with him.—Mr. T. Scanlan (Lambeth magistrate).



THE NEAREST WAY TO A MAN'S HEART

is through his stomach, so wise wives tell us. But unless the digestive tract is in proper working order the efforts of the good lady in this direction are liable to miscarry. Therefore keep Pinkettes handy in the house, as a prompt corrective of intestinal or liver torpor, to aid digestion, and as a safeguard against bilious attacks, sick headaches and those little rifts in domestic harmony so liable to arise therefrom.

Chemists everywhere sell Pinkettes, also post free, 60 cents the vial, from The Dr. Williams' Medicine Co., 60, Klangse Road, Shanghai.

A WEEK'S PAPERS IN ONE.

Indiscriminate fighting on the various fronts in China has ceased for the time being. All eyes are turned to General Chiang Kai-shek who, with Feng Yu-hsiang, is preparing to attack the "Reds." These generals have formed an alliance for this purpose, and the former has issued his ultimatum to Hankow. So far the Communists have not replied, but a big move is expected in a day or two. All the movements leading up to this momentous situation are set forth in this week's "Overland Mail."

Shanghai for the time being has dropped out of the picture. Interest is centred more in the north of the country, noticeably around Tientsin and Peking. Here important steps regarding fortification are being taken, and full details of these and latest troop movements are given in the "Overland."

This week's issue also contains a resume of the new Hong Kong Government measure to protect the inhabitants of the Colony against illegal strikes. "Never again," says the Government, with its mind on the last affair. Read about the Ordinance in the "Overland."

And send the paper home. It has in it all the week's local news, sporting items and social happenings; special articles by trained writers; thoughtful and well-informed editorials.

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K.661—No. 2, Saigon Street, Yaumati or
C.2560—No. 38, Tung Man Street.

HONGKONG HEIGHTS.

For the information of visitors the following list of some of the highest points on the Island and Mainland is published:—

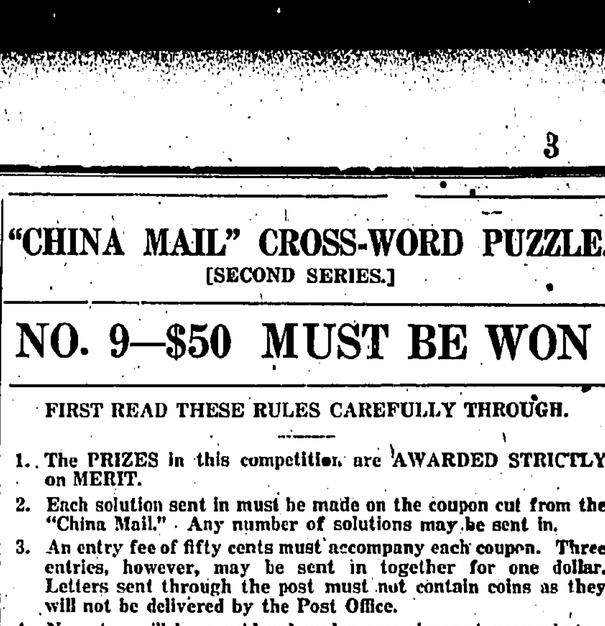
Island.	Feet.
Victoria Peak	1823
Signal Station	1774
Mt. Parker	1734
Mountain Lodge	1725
The Eyrie	1725
Peak Hotel	1305
Taikoo Sanatorium	1000
Mt. Davis	877
Bowen Rd. (filterbeds)	297
Mainland.	
Taimoshan	3124
Kowloon Peak	1971

"CHINA MAIL" CROSS-WORD PUZZLE.
[SECOND SERIES.]

NO. 9—$50 MUST BE WON

FIRST READ THESE RULES CAREFULLY THROUGH.

1. The PRIZES in this competition are AWARDED STRICTLY on MERIT.
2. Each solution sent in must be made on the coupon cut from the "China Mail." Any number of solutions may be sent in.
3. An entry fee of fifty cents must accompany each coupon. Three entries, however, may be sent in together for one dollar. Letters sent through the post must not contain coins as they will not be delivered by the Post Office.
4. No entry will be considered under any circumstances whatsoever, unless entry money for each solution is enclosed.
5. Entries must reach the office of the "China Mail" not later than the time and date for closing announced on the coupon.
6. No responsibility is accepted for loss or delay in the post. All letters should be registered and/or sealed.
7. The prize of $50 must be won and will be awarded for an all correct or nearest correct solution. In the event of ties the $50 will be divided. No competitor may win more than one share of the prize in each competition.
8. The coupon must not be defaced in any way. All attempts must be in plain block letters and legible.
9. The Editor's decision will be final and binding in all matters of dispute, and he reserves the right to enter into Correspondence regarding the Competition.
10. Solutions will be published with the results, in this paper, every Thursday following the Closing Date.
11. Coupons will be kept for four days after the results of the competition have been published.
12. All letters must be addressed, "China Mail" Cross-words, c/o "China Mail" Offices, No. 5, Wyndham Street, Hong Kong.
13. No member of the staff of the "China Mail" will be allowed to compete.
14. Solutions are held under sealed cover and in no way will be opened until the close of the competition.



To "China Mail" Cross-Words,"
c/o "China Mail" Offices.
No. 5, Wyndham Street, Hong Kong.

DEAR SIRS,

I agree to abide by your rules, and I enclose.....

for .....solution (s) which are attached.

Name .....

Address .....

.....

[Please Write in Block Letters.]

CLOSING DATE FOR COUPONS, MONDAY, JULY 4.
[Coupons received at the "China Mail" Office after mid-day on Monday will not be included in the competition.]

Across.

1. To gather.
7. An injection.
14. Chamberlain.
15. Not easily.
16. To pull.
17. Aloft.
19. Alternative.
20. A novitiate (jumbled).
21. United States (abb.).
22. A pan for holding coals.
24. M. M. (Actual).
25. Once more.
27. Chief magistrate in Venice and Genoa.
30. The brother of one's mother or father.
33. A jewel.
34. T. I. (Actual).
35. Exist.
36. Compass point.
37. Near.
39. New Territories (abb.).
40. Same as 37 across.
42. Word of denial.
43. Upon.
46. Hail or snow mingled with rain.
48. To support.
49. Progeny.
51. A prophet.
52. Same as 17 across.
54. A tuft.
57. The eleventh month of the Jewish civil year and the fifth of the ecclesiastical year.
58. To dispirit or deaden.
61. A word uttered to frighten children.
62. Musical note.
63. To lend (jumbled).
65. Outbreak.
67. To place.
69. Stabs.
70. Concurs.

Down.

1. Fit to be felled.
2. Pertaining or belonging, to us.
3. L. N. A. (Actual).
4. To haul.
5. London Postal District (abb.).
6. To shake with violence.
8. Enticed.
9. Y. N. (Actual).
10. Fixed.
11. To stimulate.
12. Root.
13. A rhombohedron.
18. Father.
19. O. I. (Actual).
22. Insect.
23. The inspissated juice of ripe fruit.
25. Do.
26. Luster.
28. Humped.
29. E. J. Y. (Actual).
31. Compass point.
32. Bone.
38. Taken for granted.
39. Something small and pointed.
41. You.
42. N. B. (Actual).
44. N. C. R. (Actual).
45. Fixes.
47. Cloth made from the fibre of the Corchorus olitorius.
48. In addition.
50. A knot.
51. Scandinavian poet.
53. The second largest American tiger.
55. Provided that.
56. From.
57. Prefix signifying before.
59. Limb.
60. A pliable rod or twig.
63. A unit.
64. Paddle.
66. T. E. (Actual).
68. Exclamation.

Competitors are reminded that the prize is to be awarded for the correct solution, or if nobody succeeds in getting the correct solution, for the NEAREST correct solution. Therefore, even if you have not done the cross-word puzzle in full, send in what you have done—it may prove to be the nearest correct solution.

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S.S. "FIUME-L" .....Sails on/or about 18th August.
M.V. "ESQUILINO" .....Sails on/or about 15th September

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.
From Hong Kong.
M.V. "VIMINALE" .....Sails on/or about 26th July.
M.V. "REMO" .....Sails on/or about 23rd August.
S.S. "FIUME-L" .....Sails on/or about 20th September.
M.V. "ESQUILINO" .....Sails on/or about 18th October.

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* SIBERIA MARU (Calls Keelung)... Tuesday, 26th July, at 10 a.m.
TAIYO MARU .... Tuesday, 9th August.
* Calls Los-Angeles.

LONDON via Singapore, Suez, Marseilles & Ports.
HAKOZAKI MARU ..... Saturday, 16th July, at 11 a.m.
HAKUSAN MARU ..... Saturday, 30th July.

SYDNEY & MELBOURNE via Manila & Ports.
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MISHIMA MARU ..... Wednesday, 24th Aug., at 11 a.m.

BOMBAY via SINGAPORE & COLOMBO.
TAMBA MARU ..... Monday, 11th July.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.
RAKUYO MARU ..... Monday, 11th July.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
KANAGAWA MARU ..... Thursday, 11th August.

NEW YORK and/or BOSTON via PANAMA.
BENGAL MARU ..... Thursday, 21st July.
TATSUNO MARU ..... Wednesday, 10th August.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.
DELAGOA MARU ..... Tuesday, 12th July.

CALCUTTA via SINGAPORE, PENANG & RANGOON.
CEYLON MARU ..... Friday, 8th July.

NAGASAKI, KOBE & YOKOHAMA.
MISHIMA MARU ..... Friday, 22nd July.

SHANGHAI, KOBE & YOKOHAMA.
NAGATO MARU (Moji direct) ..... Saturday, 2nd July.
HARUNA MARU ..... Monday, 11th July.
YAMAGATA MARU (Moji direct))... Tuesday, 12th July.
KAMO MARU ..... Tuesday, 26th July.

For further information apply to—NIPPON YUSEN KAISHA.
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POENTHOS	...	A	——	——	5th July
SPHINX	...	A	20th May	21st June	19th July
PAUL LEGAT	...	A	3rd June	5th July	2nd Aug.
AMAZONE	...	B	17th June	19th July	16th Aug.
CHENONCEAUX	...	A	1st July	2nd August	30th Aug.
ATHOS II	...	A	29th July	30th August	27th Sept.

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CONSIGNATION—TRANSIT—REPRESENTATION.

SHIPPING SECTION.

OIL TANKERS.

OFFICERS' CONDITIONS OF SERVICE.

SUPERANNUATION SCHEME.

Reference was made recently to the information received by the secretary of the Mercantile Marine Service Association that Lieutenant-Commander the Hon. J. M. Kenworthy was to ask a question in the House of Commons regarding the conditions of service of officers serving in oil tankers controlled by the Admiralty.

The inquiry was made in Parliament, and according to the official report was as follows:—

Lieut.-Commander Kenworthy asked the First Lord of the Admiralty how many oil tankers there are in the Navy; how many of these are over 8,000 tons deadweight; how many are employed exclusively on naval work, and how many are otherwise employed; how many are laid up; what are the conditions of service of the officers employed in the Admiralty oil tankers; and whether there is a pension or superannuation scheme in operation for them?

Govt. Reply.

The Parliamentary Secretary to the Admiralty (Lieut.-Colonel Headlam):—The reply to the first part of the question is 64, to the second part 21, to the third part 37 and 18 respectively, to the fourth part 9. As to the remainder of the question, except in three small vessels engaged in harbour duties, the conditions of service of the officers are those of the ordinary Mercantile Marine. No pension or superannuation scheme is at present in operation. The three small vessels referred to are manned under special yard craft conditions, and some of the officers are pensionable.

Lieut.-Commander Kenworthy.—Is my hon. and gallant friend aware that many of the best shipping lines have pension and superannuation schemes for their officers, and that this means that the Admiralty are employing officers under worse conditions than other good employers; and will he look into the matter with a view to producing a scheme?

Lieut.-Colonel Headlam.—The Admiralty are looking into the question at the present time, and I hope a superannuation scheme may be devised. I cannot say how long it would take to produce such a scheme, but it would naturally take a considerable time.

U.S. SHIP BOARD.

AMBITIOUS PROGRAMME ABANDONED.

PRESIDENT'S VETO.

Notice that expenditure by the United States Government for the construction of new ships will not be countenanced by President Coolidge is understood to have been served on the Shipping Board, and has resulted in that body abandoning elaborate construction plans.

The plans, which are said to have received the approval of both the Secretary of War and the Secretary of the Navy, contemplate the construction of 82 vessels at an approximate cost of £50,000,000. The plan was worked out by the planning committee of the Shipping Board to be presented next December to Congress, where it was thought by the Shipping Board that it would be well received.

Flaws in Proposal.

Upon completion of the plans the board attempted to fortify them with the written endorsements of members of President Coolidge's Cabinet, and after receiving letters of approval from Secretaries Davis and Wilbur submitted the plans to Secretary Hoover. Certain flaws in the proposal are said to have been pointed out to the Secretary of Commerce by those with whom he consulted and to have resulted in Secretary Hoover's submitting the whole plan to President Coolidge, states the "New York Journal of Commerce."

President Coolidge, who has declared that the Government is not warranted in entering the ship construction field, is understood to have ordered the withdrawal of Messrs. Davis and Wilbur's letters approving the plan and to have told Chairman T. V. O'Connor and other members of the Shipping Board that in his opinion the Government can never operate a merchant marine economically or efficiently.

Original Plan.

This action by the President accounts for the reversal of attitude by members of the Shipping Board as exhibited on May 4 before the convention of the Chamber of Commerce of the United States, when Mr. O'Connor stated that the investment of public moneys in the construction of new ships is not contemplated, and that the board is determined to dispose of all ships and trade routes to private enterprise.

President Coolidge is understood to have told Mr. O'Connor and Commissioner Mevers when they called at the White House that the original plan of the Shipping Board must be adhered to, and that all of its ships must be disposed of to private enterprise as quickly as possible.

Govt. Ownership.

A growing tendency toward Government ownership and operation of the American merchant marine was noticeable in the last session of Congress, and is believed to have been responsible for the efforts of the Shipping Board in preparing its construction programme. With Congress adjourned until December and President Coolidge adamant on the subject, the Shipping Board is obliged to forego pushing its plans at present, but it seems assured that the issue will be brought to life again with the convening of the Seventieth Congress, and that it may be the cause of an open breach between the President and the "shipminded" members of Congress.

The President's attitude places the Shipping Board in a position where the most it can do is to operate its present lines as economically as possible. The President has enjoined them from going ahead with construction plans, and it is certain that criticism will follow the sacrifice sale of any of the Government's present lines, in view of the known intent of Congress to give consideration to a policy of permanent Government operation.

AMERICAN AUSTRALIA ORIENT LINE.
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General Agents
Telephone C. 3008
1st Floor, Queen's Building.

CHAPEL IS. LIGHT.

AMOY NOTICE TO MARINERS.

A mariners' notice from the Amoy district states that the Chapel Island Light is about to be dismantled and replaced by a new and more powerful first-order light and that during the period of replacement a temporary light will be exhibited from the balcony of the existing tower.

The temporary light will be exhibited on or about July 7 and will consist of a sixth-order acetylene flashing light giving a flash of 0.3 seconds duration every 3 seconds. This light will be exhibited from the hand-rail on the east side of the tower balcony and will be visible in clear weather for a distance of about 10 nautical miles. It will be cut off by the tower on the landward side through an arc of about 90 degree.

HONG KONG TIDE.

The tide-table given below has been obtained by aid of the Tide-predicting Machine, which includes 40 components for the better prediction of tides, from the result of the analysis of the tidal observations, taken at the Kaulung tidal observatory under the direction of Dr. Doberck during the years 1887, 1888, & 1889.

The times and heights are given for Kaulung; but they may be used for the Victoria Naval yard and Aberdeen, the differences being very small.

The times of high-and low-water must not be considered to coincide with the times of slack-water and change of current, the two phenomena being quite distinct.

July 1 to 7, 1927.

Date		High Water Standard Times	Ht.	Lower Water Standard Times	Ht.
July					
Fri.	1	m 9 53	7.5	m 3 13	3.1
		m 0 38	3.8	5 25 a	0 3
Sat.	2	m 10 23	7.1	m 3 49	3.1
				6 8 a	0.5
Sun.	3	m 1 21	3.8	m 4 25	3.3
		m 11 4	6.8	6 53 a	0.8
Mon.	4	m 2 14	3.8	m 5 6	3.5
		m 11 41	6.3	7 38 a	1.2
Tues.	5	m 3 7	3.9	m 5 55	3.7
		0 20a	5.8	8 25a	1.6
Wed.	6	m 3 58	4.2	m 7 13	3.9
		1 6a	5.2	9 13 a	1.9
Thurs	7	m 4 43	4.6	m 9 15	4.0
		2 14a	4.7	9 57 a	2.2

BANK LINE LTD.
AGENTS FOR
ELLERMAN & BUCKNALL S.S. CO., LTD.
SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT ..... ELLERMAN LINE
S.S. "CITY OF TOKIO" .....Havre, L'don, R'dam, H'burg..... 3rd July.
S.S. "CITY OF GLASGOW" .....Havre, L'don, R'dam, H'burg..... 10th Aug.

AUSTRALIA ..... AUSTRAL-EAST INDIES LINE
Sailings from SINGAPORE on 7th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney and vice versa.
Through Freight and Passenger bookings from Hong Kong in conjunction with "Ellerman" Line or other services.

BOSTON, NEW YORK & BALTIMORE...AMERICAN & MANCHURIAN LINE
S.S. "CITY OF CHESTER" ..... via Suez Canal ..... 14th July.
S.S. "CITY OF BEDFORD" ..... via Suez Canal .....14th Aug.

ALSO AGENTS FOR
ANDREW WEIR & CO.
SERVICES TO
BOSTON & NEW YORK..... AMERICAN & ORIENTAL LINE
S.S. "COMERIC" ..... via Suez Canal .....25th July.
MAURITIUS & SOUTH AFRICA ..... ORIENTAL AFRICAN LINE
S.S. "TINHOW" ..... From Hong Kong .....25th July.
Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimaine, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For freight or passage on any of the above lines apply to:—
Telephone .....Central 4791. THE BANK LINE, LTD.

CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC.
TO VICTORIA & VANCOUVER.
SAILINGS 1927.

STEAMERS	H'Kong Leave	S'hai Leave	Kobe Leave	Y'hama Leave	V'ver Arrive
EMPRESS OF ASIA	July 13	July 16	July 19	July 22	July 31
EMPRESS OF CANADA	Aug. 3	Aug. 6	Aug. 9	Aug. 12	Aug. 21
EMPRESS OF RUSSIA	Aug. 24	Aug. 27	Aug. 30	Sept. 2	Sept. 11
EMPRESS OF ASIA	Sept. 14	Sept. 17	Sept. 20	Sept. 23	Oct. 2
EMPRESS OF CANADA	Oct. 5	Oct. 8	Oct. 11	Oct. 14	Oct. 23
EMPRESS OF RUSSIA	Oct. 26	Oct. 29	Nov. 1	Nov. 4	Nov. 13
EMPRESS OF ASIA	Nov. 16	Nov. 19	Nov. 22	Nov. 25	Dec. 4
EMPRESS OF CANADA	Dec. 7	Dec. 10	Dec. 13	Dec. 16	Dec. 25

(E/Asia and E/Russia call at Nagasaki the day after departure from S'hai).

CONNECTING SAILINGS TO EUROPEAN PORTS.
MINNEDOSA .....Aug. 5 MONTCLARE .....Oct. 7
E/AUSTRALIA .....Aug. 31 MINNEDOSA .....Oct. 28
MONTROSE .....Sept. 16 MONTCALM .....Nov. 18
Frequent sailings to Liverpool, Belfast, Glasgow, Southampton, Cherbourg and Antwerp.

SPECIAL FARES TO EUROPE
£120 £112 £83

HONG KONG—MANILA SERVICE.

Leave Hong Kong	Arrive Manila		Leave Manila	Arrive Hong Kong
July 19	July 21	EMPRESS OF CANADA	July 30	Aug. 1
Aug. 9	Aug. 11	EMPRESS OF RUSSIA	Aug. 20	Aug. 22

CANADIAN PACIFIC EXPRESS
TRAVELLERS CHEQUES
PAYABLE THE WORLD OVER.
THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C.752 Cables: "GACANPAC."
Freight and Express: Tel. C. 42 Cables: "NAUTILUS."

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP.—Via Singapore, Colombo, Suez and Port Said.
ALTAI MARU .....Sunday, 10th July.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.
MANILA MARU .....Thursday, 14th July.
BOMBAY—Via Singapore and Colombo.
SHUNKO MARU .....Saturday, 6th July.
SUMATRA MARU (Calls at Penang) Tuesday, 19th July.
DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND MOMBASA—Via Singapore and Colombo.
PANAMA MARU .....Wednesday, 6th July.
CANADA MARU .....Sunday, 31st July.
TIENTSIN
KINZAN MARU .....Saturday, 11th July.
CALCUTTA—Via Singapore and Rangoon.
SEATTLE MARU .....Monday, 25th July.
BANGKOK—Via Saigon.
*TACOMA MARU .....Thursday, 14th July.
*(Calling at Saigon only).
SEKKOW MARU .....Thursday, 28th July.
VICTORIA, SEATTLE, TACOMA & VANCOUVER Via Shanghai and Japan Ports.
ALABAMA MARU (From Shanghai) Wednesday, 20th July.
HAIPHONG—Via HOIHOW & PAKHOI.
MENADO MARU .....Tuesday, 5th July.
NEW YORK—Via Japan ports, San Francisco and Panama.
HAVANA MARU .....(from Kobe) Sunday, 24th July.
JAPAN PORTS
AMAZON MARU .....Thursday, 14th July.
CELEBES MARU .....Saturday, 10th July.
KEELUNG Via SWATOW & AMOY.
HOZAN MARU .....Sunday, 3rd July.
TAIKWA MARU .....Wednesday, 6th July.
TAKAO Via SWATOW & AMOY.
SOURABAYA MARU (Direct to Takao) Saturday, 2nd July.
TAKAO
NITTO MARU .....Monday, 4th July.
DAIREN
NITTO MARU .....Monday, 4th July.
For further particulars please apply to:—OSAKA SHOSEN KAISHA.
Tel. Central No. 4088. 4089. 4090. M. TAKEUCHI, Manager.

CHINA BORNEO SHIPPING CO.

Hong Kong-Borneo Line.
PROJECTED SAILINGS OF THE
S.S. "FUH TAI"

HONG KONG	Departure	....Saturday	June	18	3 a.m.
SANDAKAN	Arrival	....Thursday	"	23	5 a.m.
	Departure	....Friday	"	24	3 a.m.
JAMBONGAN	Arrival	....Friday	"	24	noon
	Departure	....Sunday	"	26	5 a.m.
JESSELTON	Arrival	....Monday	"	27	6 a.m.
	Departure	....Monday	"	27	5 p.m.
KUDAT	Arrival	....Tuesday	"	28	6 a.m.
	Departure	....Tuesday	"	28	9 a.m.
LAHAD DATU	Arrival	....Wednesday	"	29	4 p.m.
	Departure	....Thursday	"	30	5 a.m.
SEMPORNA	Arrival	....Thursday	"	30	9 a.m.
	Departure	....Friday	July	1	5 a.m.
TAWAU	Arrival	....Friday	"	1	noon
	Departure	....Saturday	"	2	3 a.m.
SANDAKAN	Arrival	....Sunday	"	3	6 a.m.
	Departure	....Monday	"	4	midnight
HONG KONG	Arrival	....Saturday	"	9	9 p.m.

Excellent accommodation for Saloon Passengers.
Through Bills of Lading issued for Other B. N. Borneo Ports.
For Freight and other informations please apply:—
W. WATT & COMPANY,
Agents.
27, Connaught Road West, Second Floor Phone C.4968.

THE EAST ASIATIC CO., LTD.
COPENHAGEN.

The M.S. "MALAYA"
will be loading for Marseilles, Rotterdam, Hamburg and other Scandinavian Ports on or about
July 20.

Further sailings:—	Expected on or about:—	Will leave homeward bound on or about:—
M.S. "DANMARK"	10th July	.....
M.S. "JAVA"	2nd August	.....
M.S. "ASIA"	5th September	.....
M.S. "AFRIKA"	5th October	.....

Subject to change without notice.
For further particulars please apply to:—
JOHN MANNERS & CO., LTD.
Agents.

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, AND RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S. S.	Tons	From Hongkong About	Destination
KHIVA	9,135	9th July	Marseilles, London & Antwerp
ALIPORE	5,273	21st July	Straits & Bombay
MACEDONIA	11,120	23rd July	Marseilles & London
KALYAN	9,144	27th July	Marseilles, London, Antwerp & Hull
NYANZA	7,023	3rd Aug.	Straits & Bombay
KASHGAR	9,005	6th Aug.	Marseilles, London & Antwerp
RAWALPINDI	16,619	20th Aug.	Marseilles & London
DEVANHA	8,155	3rd Sept.	Marseilles, London & Antwerp
MOREA	10,953	17th Sept.	Marseilles & London
KHYBER	9,114	1st Oct.	Marseilles & London

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna and other Levant Ports by steamers of the Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TALMA	10,000	4th July	Singapore, Penang & Calcutta
TAKLIWA	7,936	12th July	Singapore, Penang & Calcutta
TILAWA	10,006	22nd July	Singapore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (Soutn)

ARAFURA	6,000	29th July	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney, & Melbourne.
TANDA	6,956	2nd Sept.	
ST. ALBANS	4,500	20th Sept.	

Regular monthly sailings from Hongkong to Japan and Hongkong to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolambugan, Tawao, Timor, Darwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—

The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

ARAFURA	6,000	5th July	Moji, Kobe, Osaka & Yokohama
*NOVARA	6,989	7th July	Shanghai, Moji, Kobe & Yokohama
KASHGAR	9,005	8th July	Shanghai, Moji, Kobe & Yokohama
NYANZA	7,023	8th July	Shanghai, Moji & Kobe
TARA	6,322	13th July	Shanghai, Kobe & Osaka
SANTHIA	7,754	18th July	Moji, Kobe & Yokohama
RAWALPINDI	16,619	22nd July	Shanghai, Kobe & Yokohama
DEVANHA	8,155	5th Aug.	Shanghai, Moji, Kobe & Yokohama
TANDA	6,956	9th Aug.	Moji, Kobe, Osaka & Yokohama
MOREA	10,953	19th Aug.	Shanghai, Moji, Kobe & Yokohama
KHYBER	9,114	2nd Sept.	Shanghai, Moji, Kobe & Yokohama

* Will not take passengers northwards.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage Freights, Handbooks, etc., apply to:—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Connaught Rd. C., HONGKONG. Agents.

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JOINT SERVICE OF THE

"BLUE FUNNEL" LINE.

(OCEAN S.S. CO., LTD. & CHINA MUTUAL S.N. CO., LTD.,

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONG KONG.

S.S. "CITY OF CHESTER"	Via Suez Canal	14th July.
S.S. "HELENUS"	Via Suez Canal	31st July.
S.S. "CITY OF BEDFORD"	Via Suez Canal	14th Aug.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

Subject to change without notice.

For Freight and particulars apply to:—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., Hong Kong.

Hong Kong & Canton: JARDINE, MATHESON & CO., LTD., Canton.

ITALIAN SHIPPING.

FUSION PLANS STILL INDEFINITE.

The scheme for a fusion or amalgamation of Italian shipping into two large groups still forms a leading topic of discussion in the Italian Press, although the principle according to which the fusion is to be brought about is not yet known.

The "Revista Nautica" thinks that it will eventually come to a close association between the financial groups which support individual companies and an exchange of interests, whereby members of the boards of administration of one group would join the boards of the other and vice versa. If the result of this method should be the formation of a "united front," such a solution the journal says, would meet with general approval. Other forms of concentration, more particularly one in which some new organisation would be created on a compulsory fusion under State influence, meet with no support in any quarter.

Subsidy Statistics.

There has just been published the report prepared by Hon. Vincenzo Casalini, on behalf of the Shipping Committee of the Italian Parliament. It points out the larger allowance of 50 millions lire for subventioned steamship companies, which during the fiscal year of 1927 will amount to 200 millions lire. As a matter of fact, however, the larger burden amounts only to 28 million lire, taking into consideration that these services include also the mail lines from Naples to Palermo, and from Civita Vecchia to Terranova, operated until December 31, 1925, by the Italian State Railway Administration, and the financial requirements of which were covered separately.

The new organisation of the subventioned lines provides for an increase of 50 per cent. in their length over the old scheme, while the increase of the expenses amounts only to 16 per cent., and a most important point of the organisation, says the report, is the fact that the new scheme provides a connection between Italy and practically all the largest ports of the world.

A "DOOMED" PORT.

LITTLE TRAWLING AT BRIXHAM.

The "home" of deep-sea trawling, Brixham, in Devon, is evidently in a very bad way; indeed there are those who say that it is doomed as a fishing port. And for two reasons. There is a difficulty in getting the likely young men to take up the hard work associated with the fishing industry. They are said to prefer work in shops and offices.

The other reason is a still more serious one. It is that the large number of boats wrecked in the neighbourhood make it hazardous to carry on the work. In the 47 miles between Portland Bill and Start Point there are said to be more than 140 wrecks. The nets of the fishermen catch in these, and are ripped beyond repair. When it is stated that some nets cost as much as £100, and that the industry loses something like £5,000 a year in this way, it will be seen that an accident of this sort will very quickly run away with the profits of a voyage.

There are so many wrecks that the Government has refused to mark them with buoys on account of the expense, and if they were blown up it is said that this would merely extend the area of danger. At one time there were employed by Brixham owners about 300 fishing trawlers. Now the number has been reduced to about 40, and these are barely paying their way. The people of Brixham claim that this fishing centre was the mother of such ports as Hull, Grimsby and Milford, as far as deep-sea fishing is concerned.

DANISH SHIPPING.

BALTIC TIMBER TRADE DISAPPOINTING.

A great part of the Danish mercantile fleet consists of smaller vessels, the trade of which is principally confined to the North Sea, Baltic and the Mediterranean. These ships, which load on an average of 1,000 to 3,000 tons, have had a difficult winter to go through, as the markets where they generally find employment have been in a very depressed condition.

This applies, especially, to the North Sea and the Baltic, as only a few cargoes have been obtained and even at such low rates that in most cases they have meant a loss. About ten to twenty boats have been laid up during the best part of the winter. The owners had now hoped to send them to sea again, when the wood season opened.

During the past few months several Danish vessels have been sold to foreign buyers. These include both steam and sail. As far as the sailing ships are concerned the State is now making attempts to intervene, as a proposal has been made to grant loans to sailing vessels, partly to meet running expenses, and partly for the installation of motors. The amount to be granted is said to be about one million kroner, and which should be sufficient to prevent that some vessels be sold to foreign buyers, especially those interested in the Baltic, and who may be better situated than the Danish owners to carry on sailing ship business.

WARSHIPS IN PORT.

North Wall Basin, Wishart and Marazion; South Wall Basin, Aphis; East Wall Basin, Subs. L.15 and L.19; West Wall Dock, Vindictive; In Dock, Wanderer and Subs. L.2 and L.3; Taikoo Dock, Foxglove; Kowloon Dock, Caradoc; Buoy 1, Hermes; Buoy 2, Algol (French); Buoy 3, Delhi; Buoy 4, Thracian and Sopoy; Buoy 6, Frobisher; Buoy 7, Dauntless; Buoy 8, Titania; Buoy 9, Ladybird; Buoy 10, Wolverine and Wild Swan; Buoy 11, Bruce; Buoy 12, Stormcloud; Buoy 13, Cicala; Buoy 18 Ruthenia; Buoy 22, Adamastor (Portuguese); Buoy 25, Kharki; Buoy 2A, Maine; Oil Fuel Jetty, Fortol; Foreign Men-o'-War Patria (Portuguese), Adamastor (Portuguese), U.S.S. Pampanga, Argus (French) Algol (French).

MOVEMENTS OF STEAMERS.

The m.v. "Asiatic Prince" from New York sailed from Keelung on June 30, p.m., and was expected to arrive here this morning.

The B. I. s.s. "Talma" left Amoy for this port yesterday, and is expected here this evening.

The E. & A. s.s. "Arafura" left Manila for this port on June 30, p.m., with the outward Australian mails, and is due here to-morrow, at about daylight.

The Ben Line s.s. "Benvrackie" from Middlesbro', Antwerp, London, Straits and Philippines, is due to arrive here on July 9.

The following vessels of the Compagnie des Messageries Maritimes are expected here:—
"Paul Lecat," July 5.
"Amazone," July 19.
"Yalou," July 22.
"Chenonceaux," August 2.
"Athos II," August 30.
"D'Artagnan," September 1?.

I have seen many scenes in this House, but I have never seen one that did any good to any party. —Mr. Lloyd George.

I have never yet given a certificate as to either perfect health or perfect sanity.—Dr. T. Berkeley Hyslop.

RIVER TANKERS.

DANGER TO DOCKS AND WHARVES.

At their annual conference in Liverpool, the Institution of Fire Engineers considered the question of oil laden steamers proceeding up navigable rivers, and the danger in case of disaster, to the surrounding docks and wharves.

The question was raised by Fire-Master Pordage, of Edinburgh, who said he wanted to bring to the notice of the conference, as a matter of great public urgency, the admittance of large oil tankers carrying 15,000 tons, or 4½ million gallons, of low test petroleum up navigable rivers, particularly in the case of London, where the County Council was strongly resisting an attempt by the Port of London Authority to amend its bye-laws to permit large oil tankers to proceed within 10 miles of London Bridge.

DOMESTIC TREASURE

"Nobody will take the trouble to look after the troublesome girls, and these are the ones who are looked after by us," said the Rev. H. G. Hills, chairman of the Mabys Association for the Care of Young Girls, speaking at the annual meeting at Guildhall. Sir Adrian Pollock (City Chamberlain) presided. "There is not very much work needed to look after the perfectly good girls who leave the guardians' schools with good outfits, are athletic, have been Girl Guides, and can obtain situations and stick to them. But what about the other girls? What about the poor little girl who loses her temper and smacks the cook's face. The mistress says: 'Take her away at once, please.' If we had not our Mabys lodging homes it would be impossible for us to deal with such girls."

Mrs. C. J. Longman, hon. secretary of the association, described what she regarded as "the perfect situation." The first essential was a good salary. Fifty years ago, when the Mabys Association started, domestic servants used to get 2s. 6d. a week, which amounted to £6 10s. a year. Now all the guardians placed their girls in situations where £16 a year was paid. This was not a very large sum, but it must be remembered that domestic work was skilled work, and if a girl could earn £16 a year whilst receiving her training, that was not too bad, provided, of course, her salary was raised regularly. As soon as they know their work domestic servants could command almost any salary they wished. Good food was another important consideration, and this was improving. Years ago a limited supply of meat was thought to cover everything. Accommodation was another point. Yet she had never yet come across a servant who objected to a situation because of its basement.

"The days have quite gone," said Mrs. Longman, "when people thought no furniture was too ugly for the servant's room. In her bed-room the china used to be odd, and the curtains faded. Now the maid's bed-room is really attractive. The kitchen can be made attractive with a comfortable chair, white curtains, books, and a vase of flowers. The books are essential. Most young maids read trash because nothing better is provided for them."

REPORT FROM
BOARD OF CONSERVANCY WORKS OF KWANGTUNG

Waterlevels in English Feet.

Place of Observation	Highest W.L. on record	Lowest W.L. on record	W.L. 30/6	W.L. 1/7
West River at Shiuhing	+ 41'.0"	0'	+ 15.2 *	falling
North River at Tsingyuen	+ 28'.7"	0'	+ 11.7	rising
North River at Samshui	+ 27.'3"	5'	+ 7.8	falling
East River at Sheklung	+ 15'.2"	3'	+ 4.6	+ 4.9

* For the 29th.

AUSTRAL-CHINA NAVIGATION CO., LTD.

S.S. "CALULU"

will sail hence on the 4th August for

SYDNEY, MELBOURNE & ADELAIDE

via

Manila, Sandakan, Balikpapan, Rabaul and Samarai.

DODWELL & CO., LTD.,

Agents.

Queen's Building. Tel. C.1030.

DOLLAR STEAMSHIP LINE

AND

AMERICAN MAIL LINE

JOINT TRANS-PACIFIC SERVICE

A Regular Weekly Sailing

TO SAN FRANCISCO OR SEATTLE.

THE "PRESIDENT LINERS"

TO SAN FRANCISCO VIA HONOLULU, SHANGHAI, KOBE & YOKOHAMA.

"THE SUNSHINE BELT"

PRESIDENT JEFFERSON ...Monday, July 4th Midnight
PRESIDENT LINCOLN .....Tuesday, July 19th.
PRESIDENT MADISON .....Tuesday, Aug. 2nd.
PRESIDENT JACKSON .....Tuesday, Aug. 16th.
PRESIDENT McKINLEY .....Tuesday, Aug. 30th.

Thereafter Fortnightly Sailings on Tuesdays.

HONG KONG TO EUROPE
SPECIAL LOW RATES.

Via San Francisco or Seattle.
£120 £112

DIRECT CONNECTIONS WITH ALL ATLANTIC LINES

Choice of railway lines across United States and Canada, with liberal stop-over privileges for Sightseeing. Ask for information. Following are suggested itineraries:—

From Hongkong	Via	Connecting with Steamship	From N. York	Arriving at
July 5	San Francisco	Majestic	Aug. 6	C'brg-S'hmpin Aug. 12
July 13	Seattle	Berengaria	Aug. 10	C'brg-S'hmpin Aug. 16
July 19	San Francisco	Leviathan	Aug. 20	P'mth-C'brg Aug. 28
July 27	Seattle	Aquitania	Aug. 24	C'brg-S'hmpin Aug. 30
Aug. 2	San Francisco	Majestic	S-pt. 3	C'brg-S'hmpin Sept. 9
Aug. 10	Seattle	Mauretania	Sept. 6	P'mth-C'brg Sept. 12
Aug. 16	San Francisco	Olympic	Sept. 17	C'brg-S'hmpin Sept. 23
Aug. 24	Seattle	Berengaria	Sept. 21	C'brg-S'hmpin Sept. 27
Aug. 30	San Francisco	Homeric	Oct. 1	C'brg-S'hmpin Oct. 7
Sept. 7	Seattle	Aquitania	Oct. 5	C'brg-S'hmpin Oct. 11
Sept. 13	San Francisco	Majestic	Oct. 15	C'brg-S'hmpin Oct. 21
Sept. 21	Seattle	Leviathan	Oct. 22	C'brg-S'hmpin Oct. 28

TO SEATTLE AND VICTORIA VIA SHANGHAI, KOBE & YOKOHAMA.

"THE FAST SHORT ROUTE"

PRESIDENT GRANT .....Wednesday, July 13th
PRESIDENT CLEVELAND .....Wednesday, July 27th.
PRESIDENT PIERCE .....Wednesday, Aug. 10th.
PRESIDENT TAFT .....Wednesday, Aug. 24th
PRESIDENT JEFFERSON .....Wednesday, Sept. 7th.

Thereafter Fortnightly Sailings on Wednesday.

TO EUROPE AND NEW YORK.

VIA MANILA, STRAITS, COLOMBO, SUEZ—PORT SAID—ALEXANDRIA—NAPLES —GENOA—MARSEILLES,

Thence to BOSTON and NEW YORK.

PRESIDENT VAN BUREN...Tuesday, July 5th 8.00 a.m.
PRESIDENT POLK .....Tuesday, Aug. 2nd 8.00 a.m.
PRESIDENT ADAMS .....Tuesday, Aug. 16th 8.00 a.m.
PRESIDENT GARFIELD .....Tuesday, Aug. 30th 8.00 a.m.
PRESIDENT HARRISON .....Tuesday, Sept. 13th 6.00 a.m.

Thereafter Fortnightly Sailings on Tuesdays.

TO MANILA.

PRESIDENT VAN BUREN .....July 5th 8.00 a.m.
PRESIDENT GRANT .....July 5th 6.00 p.m.
PRESIDENT LINCOLN .....July 11th 6.00 p.m.
PRESIDENT HAYES .....July 19th 6.00 a.m.
PRESIDENT CLEVELAND .....July 19th 6.00 p.m.

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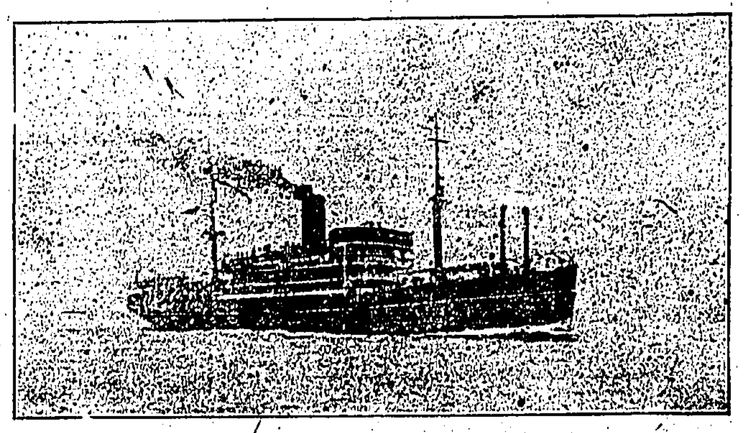

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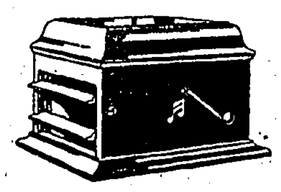
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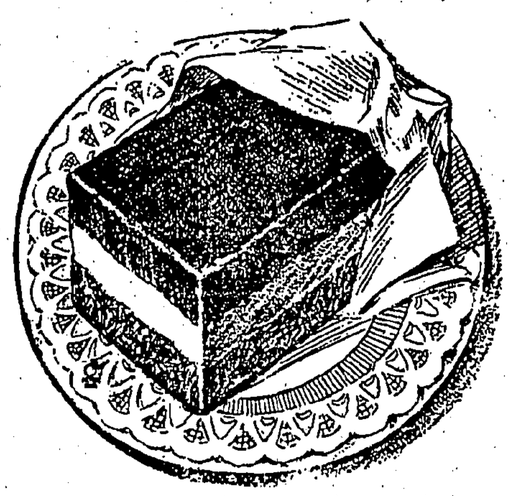
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BIRTH.

ROY.—On June 16, 1927, at Amoy, to Mr. and Mrs. Fernand Roy, French Consulate, Amoy, a daughter.

MARRIAGE.

EVANS—MANLEY.—On June 25, 1927, at Shanghai, Catherine Evelyn Manley, to Victor Evans.

DEATHS.

STEPHENS.—On Friday, July 1, at noon, at the Peak Hospital, Hong Kong, Mrs. M. J. D. Stephens, widow of the late Mr. M. J. D. Stephens. The funeral will take place to-day, (Saturday, July 2), passing the Monument at 6 p.m.

BEGDON.—On June 25, 1927, at Shanghai, Anne Waveney, infant daughter of Mr. and Mrs. K. Begdon, aged eight months.

Hong Kong, Saturday, July 2, 1927.

A SATURDAY CAUSERIE.

There is every indication that the Three-Power Conference at Geneva on naval limitation will achieve fruitful results. So far as the British delegates are concerned, their task was made easy by the eminently fair and practical proposals for naval retrenchment which were drawn up by the Admiralty and by the useful avenue of approach which was opened up for the Conference by the support given by the Navy League. It is interesting to note that at the annual meeting of the Navy League in mail week, Lord Lindithgow, President, spoke as follows: "I for one could not pretend to quarrel with those who seek to lift from the shoulders of the nations the burden of armaments. I would welcome such relief, both as one who loves his country and as a taxpayer; but I would stipulate as one condition that other nations should disarm step by step with ourselves." This was followed up at the League of Nations Disarmament Conference by the declaration of Capt. Fanshawe, speaking on behalf of the Navy League, that he was in favour of the reduction of all future capital ships to a maximum size of 10,000 tons.

This proposal, which has received support from both sides of the House of Commons, is on the same lines as Lord Jellicoe's suggestion for a further agreed reduction in the size of cruisers and it is a very welcome fact that a body like the Navy League should give its support to such a project. The British Empire is prepared to accept the 5-5-3 ratio for every class of naval tonnage, provided, first, that its special requirements in respect of cruisers for commerce protection are taken into account; and secondly, that naval Powers not represented at the forthcoming conference can be induced to subscribe, in principle at least, to whatever formula may be devised for the restriction of light tonnage. The British Admiralty attaches special importance to the completion of the cruisers and smaller craft now being built at Home, as they are urgently needed to replace older vessels which have already passed the limit of efficient service. Of cruisers laid down or ordered since the war, the British Empire has 15, the United States 18, and Japan 21. Britain has a further 14 ships that were begun during the war but were not completed until some years later. In addition to the foregoing, the following cruisers are projected: British Empire 9, United States 10, Japan 4. Whether these programmes are to mature depends on the decisions that will be reached at Geneva.

* * *

The House of Lords reform scheme, which it was stated in Parliament yesterday had not been dropped was, according to previous indications, a measure limiting and defining membership of the House and dealing with the defects which are inherent in certain of the provisions of the Parliament Act. The ideas of the peers on the subject are presumably what they have always been. They are willing to forego the hereditary right to sit and vote, provided that a substantial representation of the hereditary peers is included in the new House of Lords. This is, of course, to deprive the Government of the power, in case of need, of overcoming the resistance of the House of Lords by creating peers. The peers also desire to amend the "inherent defects" in the Parliament Act. In other words, they want to get the legislative veto back and they want power over money bills.

The handwriting of the rising generation is always deteriorating. —Mr. C. Stephen, M.P.

If a hen purred like a cat or wagged her tail like a dog, we could still take some interest in her, but her behaviour forces us to the conclusion that hens have no souls. —Mr. Robert Lynd.

CORRESPONDENCE.

HONG KONG BENEVOLENT SOCIETY.

(To the Editor of the "China Mail.")

Sir,—I shall be very grateful if you will spare me a little space in your columns to make an appeal on behalf of the Hong Kong Benevolent Society.

Although I am comparatively a newcomer to the Island and I have had the privilege only recently of joining the Committee of the Society, I have been much struck by the quality and the quantity of the work it achieves. And I have noticed with regret how little support the Society receives from the community as a whole. Individuals are very generous but we need a long list of annual subscribers in order that the Society may carry on its work without wondering whether it will be able to make two ends meet. I should like to point out the very heavy duties of the Hon. Secretary, who in fulfilling this labour of love is practically liable to be rung up, consulted or sent for every day and at any time, work performed in England by a Relieving Officer.

Looking at the Society from a purely practical point of view, it seems to me that the annual subscription at $12 which makes you a member of the Society is the cheapest form of insurance obtainable. It insures against the professional beggar and the fraud, all those who find it difficult to refuse a pathetic appeal. Every one of us knows that depressing moment when the "boy" comes in and says:—

"A gentleman (or a lady) have come."
"What is his (or her) name?"
"He (or she) no can give name."
"I never see anyone who doesn't give a name, boy."

The boy departs and you hear much conversation in the distance.

As a rule the boy reappears with a wad of unattractive, dog-eared letters which he hands to you. You pick them over gingerly and find that they set forth the woes of the applicant, ill-health, countless children, no money, loss of situation together with ancient recommendations. You have no idea whether any or all of it is true. Either you send out a few dollars and dismiss the case and your conscience or you write to the Benevolent Society and leave it to the committee to verify or disprove the need of the applicant and report to you on it. Should it prove to be a genuine case and your purse-strings are loosened, then a deserving case gets help. Should it prove false, then you have saved your money for a good case.

Do not lull yourself with the assurance that the Society is so well off that it does not need your support. It needs not only a good working income, but also a substantial reserve fund, for any day an unexpected and pressing case may arise.

The Society assists with or provides passages home, it pays for the schooling of orphans and destitute children, it makes allowances to chronic invalids, it extricates women and girls from demoralising surroundings and endeavours to set them on their feet again, it assists unfortunate but deserving folk with their rent. Every case is thoroughly investigated and recorded.

In addition the Society has a furnished room in Kowloon to which married couples or women and children can be sent in urgent cases. Here meals are supplied. Many a tragedy is averted through the good offices of the Society and many a one of your readers would be surprised at the straits in which people, formerly in good positions in this Colony, find themselves.

An appeal has just been circulated by our Hon. Secretary and we hope for a good response. May I appeal to the just, generous and wise residents of Hong Kong for assistance in this work? An annual subscriber of $12 becomes a member, a subscriber of $50 is a life member. Subscriptions will be gratefully received by Mrs. Goldsmith, 525, The Peak.—*Yours faithfully,*

BELLA SOUTHORN.

June 30, 1927.

Charles I. would never be remembered if he had not had his head cut off.—Mr. C. F. G. Masterman.

The dignity of the artist lies in his duty of keeping awake the sense of wonder in the world.—Mr. G. K. Chesterton.

The less we think of what the Prayer-book calls our "vile body," the longer will that harp of a thousand strings keep marvellously in tune.—Sir St. Clair Thomson.

POLICE REPORTS.

ACCIDENTS IN YESTERDAY'S ITEMS.

THEFTS FROM SLIPWAY.

Two accidents figured in this morning's Police reports but in neither case were serious injuries sustained.

A gunner of the Royal Artillery, stationed at Belcher's Fort, was sent to the Government Civil Hospital suffering from a sprained knee due to falling down in front of Messrs. Whiteaway Laidlaw's.

A stoker employed by the Hong Kong and China Gas Company was also taken to hospital suffering from burns to arms and legs sustained while at work at the Company's premises.

Among other items reported to the Police were the theft of forty-five sheets of muntz metal from the ss. "Aeolus" as it lay on the slipway at Bailey's shipyard; the theft of $47 from an unnumbered house at Shaukiwan by four men who broke in last night and bound and gagged the husband and wife, and the finding by the police of a Chinese woman at 73 Wo On Street, suffering from opium poisoning. The woman was taken to Hospital.

A "LIVE" CLUB.

ST. PETER'S YOUNG MEN'S ACTIVITIES.

THE MONTHLY LEAFLET.

The circular review and statement of coming activities of St. Peter's Young Men's Club indicates that interest in the Club is being well maintained during the summer months in spite of the impracticability of indoor meetings and debates. The bathing picnics have proved very popular, two Socials have been held attended largely by Service men and there are to be a regular fortnightly feature, whilst the whist drives have also proved a success.

On May 12, states the monthly report, the Warden gave a very interesting and instructive talk on the Ornaments of the Church, and on June 16 he took a Service of Preparation for Holy Communion, followed by a talk on the importance of careful preparation.

The members of the Ladies' Guild have been invited to meet in Mrs. Earle's house on Thursday, July 14 at 5.30 p.m. when the Rev. H. C. Moyle will give an address on "The Church's Seasons and Festivals."

Volunteers are needed for the Choir.

The Secretaries of the Young Men's Club hope that outdoor cinema entertainments may soon be held on the Club roof.

OBITUARY.

WIDOW OF WEALTHY LOCAL SOLICITOR.

The Colony loses an old and respected resident in the death of Mrs. M. J. D. Stephens, which occurred at the Peak Hospital at noon yesterday. Mrs. Stephens had suffered from a mild form of fever for a week and about three days ago the complaint was diagnosed as typhoid.

Deceased was the widow of Mr. M. J. D. Stephens who died in April 1925 and, through his various property interests, had amassed a considerable fortune. The marriage of the late Mr. and Mrs. Stephens took place in Hong Kong about 27 years ago.

The funeral will take place to-day, passing the Monument at 6 p.m.

RADIUM BATHS.

PRODUCERS OF GREAT APPETITE.

The purest radium in the world is produced at Jachymov, or Joachimstal, in the highlands of Bohemia, where the half-yearly conference of the Little Entente (Czecho-Slovakia, Roumania, Jugo-Slavia) has just been held. The output is about two programmes of radium annually, extracted by costly and laborious, processes from some twenty tons of pitch-blende taken from the vicinity of the ancient silver mines.

During the conference it is understood that the three Foreign Ministers, MM. Benesch, Mitilliniu, and Marinkovitch, were fortified by radium baths taken in the basement of the great State-owned Radium Palace Hotel.

Radium bath-water is cold, and warm normal water is mixed with it. The bather lies quite still in the bath for twenty minutes, wraps himself in a rough blanket, and lies for another twenty minutes on a couch. Then he dresses slowly.

After three or four of these baths, taken preferably at 7 a.m., you are said to be ready to eat a small lion each morning for breakfast.

P'RAPS—P'RAPS NOT!

Old gentleman (with temperance tendencies): "I wonder how much beer you drink during the day, Wilks?"

Wilks: "I don't know 'zactly, Mr. Gurney, but I reckon about three quarts."

"Dear me! I couldn't drink that amount of water."

"No, Mister" Gurney, I don't think I could, either.

* * *

An institution wherein prospective emigrants to Brazil may take a ten day course in foreign manners and customs is to be established at Kobe by the government. Admission is free to this institution, where the use of knives and forks will be taught and the emigrants instructed in how to use chairs and get into a bed, all things outside the knowledge of an ordinary Japanese.

* * *

Captain Siltzer gives the historic retort attributed to Ralph Lambton, Master of the Sedgefield Hounds in the 'thirties of last century: "A follower was sharply rated by the Master for riding on the backs of the pack, and objected that 'he did not come out to be d——d.' To which Ralph Lambton gave the ready reply: 'Well, then, sir, go home and be d——d.'"

* * *

"There's a man who can reproduce the red of the poinsettia, the fire of the ruby, the dazzling colours that flame in a tropic sunset——"

"What does he paint?"

"Paint? He isn't a painter; he works in a lipstick factory."

* * *

"Lock me in cell 56."
"Why?"
"Father used to have it."

* * *

"Lived here all your life?"
"Don't know, haven't died yet."

* * *

A young country girl was evidently taking her first ride on the train. The conductor came through the car yelling, "Tickets, please," and after some embarrassment she handed him her ticket.

Soon after a train boy came into her car crying, "Chewing gum." The country maid turned to her companion and said, "Goodness, do I have to give up that, too?"

* * *

Captain Siltzer tells a good story of a certain Royal Highness who was hunting in a crack country in the 'sixties. In the course of a good hunt, as long as all was plain sailing, the exalted personage was made to feel that in the hunting field there was equality for all, and with this idea he would have been the last man to quarrel. But on arriving at a very uncompromising sort of 'bull-finch,' this indifference to Court etiquette vanished instantaneously, and a gentleman who had been pursuing his ruthless way regardless of royal princes or of anyone but himself, suddenly called a halt, and raising his hat with great deference said: "After your Royal Highness, if you please!"

* * *

One of the Chinese armies is being fed on dog biscuit. This must be the Pekinese army.—San Diego Union.

* * *

Phillips and his wife had always been reputed to be the happiest of married couples, so when Mrs. Jones heard that her friend was suing for divorce, she was astonished.

"You say his chief fault is his absentmindedness?" she asked Mrs. Phillips. "You should try and endure that, dear."

"I did as long as possible," replied the latter. "But when he shook down the player-piano and threw a music roll into the furnace, that was going too far."

* * *

An old coloured man was arraigned before a justice on a charge of assault. During the proceedings the judge asked him if he wanted a lawyer appointed to defend him. "No, no, judge," he replied, "I don't wan' no lawyer, but I sutinly would like a couple of good witnesses, if you got 'em."

* * *

People with appropriate names:—Dr. Remedios, of Lourenco Marques.

Mrs. Ada Bail, remanded on bail at Cardiff.

* * *

"Ma-ny were injured in the crush. Volunte-ers and marines are still stand-ing by."—Indian paper.

Like an extract from "Hap-py Tales for Lit-tle Read-ers."

* * *

"In Zululand the air is so clear that objects of fair size can be distinguished at a distance of seven or eight miles by starlight."—"Tit-Bits."

Whereas in Hong Kong on moonlight nights we can see as far as the moon.

* * *

"Birth.—Mrs. Robusto of a girl."—Indian paper.

Both, it is hardly necessary to add, doing well.

* * *

"Knowing all this, Mr. Levita's nose twinkled merrily."—Serial story in English paper.

* * *

A motoring publication has a two column article on "how to dismantle a car.——Give a small boy a spanner, and save yourself the trouble of reading it.

HOW HE DIED.

JAMES WHITE TAKES TWO POISONS.

STOCK EXCHANGE TRUST.

London, July 1.

A verdict of suicide while of unsound mind was returned at the inquest on James White. The medical evidence indicated that he took prussic acid which did not kill him and later the large dose of chloroform from which he died.

The Stock Exchange has considerably steadied. The leading members have conferred and have arranged to form a trust for the gradual liquidation of any large blocks of shares that may be thrown on the market in the event of a trustee being appointed for the Beecham Trust.—Reuter.

[The late Mr. James White, who was a Rochdale man, was born in 1878, and besides his connection with the Beecham Trust, mentioned above, was chairman of George Edwardes (Daly's Theatre) Ltd., and a director of the Tyre Investment Trust Fund. His home was at Park Street, Mayfair.]

"POOR" PRINCES.

TALK OF EARNING THEIR LIVING.

Miss Ira Hellberg, a Swedish writer, has been visiting the family of the German ex-Crown Prince at Oels (Moravia), and writes an unintentionally amusing account of her experiences.

In the library of the castle she had a conversation with the three young sons of the ex-Crown Prince, one of whom said to her, in telling of his travels: "We can no longer travel as princes; we have not enough money for that."

Miss Hellberg asked whether it was true that one of them was about to get married. They all laughed. "How could we do that?" one of them said. "First of all, we have got to earn our living."

"Grandfather had a different and stricter education than we have had," said one of them. "He did not have such a good time as we. We were knocked about a little, but it is no longer as it was in his time."

Then the ex-Crown Princess came into the room. "I have always been with my children," said she. "Each must be a real man and stand on his own feet. My sons must learn to earn their own living. They must have no illusions that the privileges of the old time will be brought back by a revolution."

In view of the fact that the Hohenzollerns have lately been paid millions by the Prussian Government and are the largest landowners in Germany, their chatter about making both ends meet and earning their own living seems a trifle exaggerated.

BLACKMAIL.

THE EFFECT OF HEAVY SENTENCES.

The sentences passed by the Lord Chief Justice, Lord Hewart, at the Old Bailey on a gang of blackmailers who had extorted £10,754 from an ex-Army officer, are likely to help to stop a crime which is all too prevalent in the country at the present time.

Lord Hewart sentenced the ringleader to penal servitude for life and the others to from 15 to 8 years' penal servitude.

"These sentences," said a famous criminal barrister, "combined with the fact that the Press loyally observed the request to maintain the anonymity of the prosecutor, will do much to break up the gangs which are operating in the West of London and elsewhere. If the law could only be amended so as to preserve the anonymity of a prosecutor, then blackmailing in this country would be speedily stamped out.

"The threat of publicity is the greatest weapon in the hands of a blackmailer, and no one who has any knowledge of the prevalence of this class of crime, which is eating into the heart of society like a canker, will think the sentences one wit too severe."

Another lawyer said:

"There are people—men and women—who for years have been compiling a dossier of all the foolish and wealthy people in London, and by their organised gangs trap and bleed them white. Blackmail is as highly organised as the white slave traffic. It is no defence for a blackmailer to attempt to prove that the allegation on which he blackmails is true, and yet many of the victims who are blackmailed for their alleged performance of acts which would bring them within the law think it is. The police do not charge a man who, although guilty of an offence, comes forward as a prosecutor of a blackmailer."

FORMOSA SECRETS.

WOOING BY GIFTS OF FIREWOOD.

A LAND OF MYSTERY.

Formosa is still an island of mystery to the majority of the civilised world, but some part of that mystery was explained in a paper read before the Royal Geographical Society by Mr. E. H. de Bunsen, his Majesty's Consular Service, Japan. Speaking of the successive attempts to subdue the island, he said that the Chinese had maintained a special force on the frontier of the hill territory, chiefly in order to protect the camphor cutters working in that vicinity. The Japanese sought to reorganise and extend this system and built, principally in the northern part of the island, defences to a total length of 359 miles. Some 120 miles of these consisted of wire fencing, but this proved of little practical use; the savages crept through it, dug under it, or even jumped over it. Some portions of the line were electrified, but with little practical result; this method was expensive, and the savages discovered that by driving dogs or other animals against the wires they could short-circuit the current and rob them of their mysterious potency.

Though it is difficult to get Japanese to go to Formosa at all, police service in the savage districts attracts an adequate supply of recruits, as is offers certain advantages. The duties of the police in the savage territory, the lecturer stated, are remarkable: they include the functions of those of schoolmasters, postmasters, judges, civil engineers, physicians, surgeons, carpenters, telephone linesmen, bridge builders, assessors, commission agents (without the commission), fortune tellers, glaziers, astronomers, strolling players, arbitrators, blacksmiths, and agriculturists. They have to administer the Emperor's government and to wield his authority; to construct waterworks, to instruct in and supervise sanitation; to act as foresters, gymnastic instructors, and vets.; in fact, to do at the shortest of notice anything that is required of them by the primitive peoples among whom they dwell.

Marriage among the Tsalisen Paiwans is a matter of individual choice, and not of family arrangement. The proposal can come from either party, but it is more usually the man who makes it. After taking steps to acquaint the lady, through a third party, of what his intentions are, the suitor takes a bundle of fire-wood by night and leaves it outside the door of the house where she lives. If the bundle is taken inside the house, it is a sign that he may continue his suit; if left in situ, it is an indication that his advances are rejected. The man continues to bring fire-wood, never entering the house, but always leaving it beside the door. If the lady should change her mind, it is etiquette for her to decline to accept further supplies. If all goes well, she will one evening invite the suitor to enter, and such an invitation constitutes a binding engagement. The standard of morality as between the sexes is probably as high as any in the world. Whereas mothers-in-law in Japan are proverbial for their harshness, among the savages they treat their daughters-in-law kindly. Bachelors and old maids are rare, but it is no special disgrace to a woman to remain unmarried. Marriage among blood-relations is uncommon. Men usually marry when about 28 years of age; girls from 14 and upwards. They are not a long-lived race as a rule, and a man of 65 is considered to have attained patriarchal age.

One of the most intelligent Japanese Mr. de Bunsen met was a railway foreman from Kyushu. He seemed to know and extraordinary amount concerning Europe and America. H. G. Wells's "The Outline of History," was the main source of his knowledge, and many historical personages had become to him, from the cinema, living beings. "It was strange to hear him speak of Robin Hood, Friar Tuck, and Little John."

A BIG PICNIC.

EXCURSION INTO CENTRAL AUSTRALIA.

Adelaide: The South Australian, Vicorian and Commonwealth Railway authorities are jointly organising a rail and motor-car excursion in Central Australia in July.

They are confident that the massive beauty of the scenery will eventually promote a large tourist traffic and they are also anxious to demonstrate the possibilities of the country, thue encouraging settlers when the trans-continental railway is completed.

The trip, which extends beyond Alice Springs, willl occupy about 16 days and will cover over 3,000 miles from Adelaide and back.

A minimum of 60 passengers is required before the trip is undertaken, but it is believed that many from all parts of Australia will desire to make the journey, and, as the party is likely to number 80, including officials, motor drivers, and cooks, it will be easily the largest which has ever proceeded into the interior.

LUXURY TAXES.

NANKING EDICT CAUSES A SENSATION.

Shanghai, June 30.

A sensation has been created by the Director of the Surtax Revenue Department to-day advertising that, in accordance with instructions from the Ministry of Finance at Nanking, in addition to the existing surtax of two and a half per cent. agreed upon with reservations by the Washington Conference, he will collect a further two and a half per cent. on all imports classified as luxuries, as from July 4.

This makes the total duty on imported luxuries ten per cent. ad valorem, which British merchants are constrained to pay, otherwise they cannot obtain delivery of imported cargo.

Meanwhile the Nanking Government has agreed to the Finance Ministry's memorial on likin, and has instructed the Ministry to abolish likin and institute a new schedule of import duties, on a basis of 30 per cent. for imported luxuries, and twelve and a half per cent. on all other commodities, effective as from August 1, but not including tobacco, on which an excise duty of 50 per cent. is already imposed, and wines and spirits, which apparently are also heavily taxed.—Reuter.

GIRL STEEPLEJACK.

SMOKING AT TOP OF 150FT. CHIMNEY.

After climbing to the top of a 150ft. chimney in Clarence Road, Leeds, Miss Vera Tomlinson, aged 19, sat on the 7in. coping and smoked a cigarette.

She is a daughter of Mr. William Tomlinson, a local steeplejack, and her climb was inspired by the report that recently another girl had ascended a 145ft. chimney.

Mr. Tomlinson and his workmen have been re-pointing the chimney and fixing a lightning conductor, and the girl made use of their ladders and gear. She has been climbing chimneys and church spires for a long time.

She was in no way troubled yesterday by her climb, which she accomplished wearing an ordinary dress and high-heeled shoes.

Mr Thomas Tomlinson, Miss Vera's grandfather, was a steeplejack in Leeds most of his life, and two of his sons followed his craft. Miss Tomlinson has three young brothers who have started climbing already.

Her father claims to have climbed more than 2,000 chimneys in England, Wales, and Scotland.

About a month ago a fifteen-years-old Canterbury girl, Miss Dorothy Baker, climbed to the top of the chimney stack of the Canterbury electricity works, which is 145ft. high.

A BRITISH EARL.

WORKING AS DECORATOR IN NEW YORK.

New York.—The fifth Earl of Effingham sat in his shirt sleeves in his office on the ninth floor of a New York skyscraper smoking a pipe and pounding out on a typewriter an estimate for an interior decorating job. Thus the reporters found him when they arrived to ask him if he intended to abandon his profession of interior decorator to take his place in the House of Lords.

"All I know is," he informed them, "that the Earl of Effingham is dead and that my lawyer has cabled that he is writing me particulars. I shall continue my business here until I have to go to London."

Mr. Gordon Howard, first cousin of the late earl, who died this month, has been in New York five years. He is a cousin of the British Ambassador, Sir Esme Howard, and is 54 years of age. In 1924, being then a widower, he married an American woman, Mrs. Madeleine Koleher.

PRIMATE'S BEARD.

BARBER WITH A PAIR OF SCISSORS.

A hairdresser, Constantine Carayannides, with a pair of scissors, attempted to cut the beard of Archbishop Chrysostomos, the Greek Orthodox Primate, while entering the church of St. Constantine, in the Piræus. The Archbishop beat off the man, receiving only slight injuries in the face and hands.

The affront was organised by a few fanatic followers of the old Julian Calendar, which was abolished in the Greek Church in 1923 in favour of the Gregorian Calendar. The Archbishop had supported the change. The offender was helped in his attempt by a number of nuns.

MODERN GIRL'S.

SHELTERING UNDER MISUSED WORDS.

Forty years hence, when the flapper of to-day looks back upon her youthful folly, she will be most remorseful, in the opinion of Dr. Inazo Nitobe, the Japanese author, who has just returned to Japan after serving for three years as the representative of his country, in the secretariat of the League of Nations.

The "modern girl," as Dr. Nitobe views her, is, he says, "an attitude of mind," best shown in the misuse of words. "They take shelter under an approved vocabulary to suit their own convenience."

He illustrates by quoting an American girl's approval of the growing divorce rate as a proof of the liberation of womenkind.

Surely she could not mean that American girls are forced into marriage from which they can be "liberated," America is the last place where a girl may be married against her will. That girl and I use different vocabularies. To her liberty means licence; service means serving oneself or the pandering to pleasure; sacrifice means the sacrifice of others for oneself.

Next to their wrong use of words is their mistaken idea of personality. It is generally accepted that the development of personality is the highest aim of the individual. The modern girl looks upon this truth as the indulging of the satisfaction of one's senses without regard for the welfare of others.

SURPRISE GARDENS.

A CLUB OF SURREPTITIOUS SEED-SOWERS.

If the hopes of a curious new London club materialise neglected gardens and unused waste patches of land in London will soon become gay with flowers.

Membership of this club is at present confined to the staff of a City branch of a well-known bank. The intentions are that each member will buy or obtain from his own garden a weekly supply of seed and distribute it to the best possible advantage.

Already nocturnal visits have been made to neglected front gardens in the suburbs, several of the members having taken in hand gardens which they consider to be a blot on the neighbourhoods where they reside. Seeds of wild flowers are being collected with a view to brightening railway embankments, and already the District railway between Ealing and Acton has been subjected to a sprinkling.

Members are pledged not to remove wild flowers from beauty spots they may visit outside London, but to add to their number by sowing seeds. Churchyards are among the places noted down for attention.

TAX DEMANDS.

MAN WHO WENT ON A WORLD TOUR.

At his bankruptcy examination at Wolverhampton Thomas Dean said that having made more than £14,000 out of operations in steel he showed his bank book to the Inland Revenue authorities, who consequently lodged a claim for £12,000.

The claim, he said, drove him completely off his head. He withdrew the money and with some of it he paid legal debts. He travelled through France, Belgium, Germany, Russia, Spain, Switzerland, Portugal, South Africa, Australia, New Zealand, Tasmania and Canada, and got rid of £8,000.

The Official Receiver: The question you have to answer is, how you got rid of this money? Did you go to these places for the purpose of finding work?—I went there as a madman.

It was stated that through the activity of the Official Receiver the claim of the tax authorities for £12,000 had been whittled down to £900.

"I wish I had known that before," sadly exclaimed Dean, whose public examination was closed.

£261,072 CHEQUE.

JUDGE WHO HAD NEVER SEEN SUCH A THING.

Two cheques for more than a quarter of a million pounds each were mentioned in the Chancery Division before Mr. Justice Russell.

The court was asked on behalf of Mrs. Florence Campbell Gordon, widow and residency legatee of Mr. Charles Wood Gordon, the shipowner, to vary the finding of a master upon the value of the shares in the Gordon Steam Shipping Company, Limited.

In a voluntary liquidation two of the liquidator's cheques to Mr. Gordon's brothers, who were directors, were for £258,408 and £261,072.

Mr. Manning, K.C., for the widow, said that he held several of these huge cheques and would hand some of them up to his lordship to look at. (Laughter).

Mr. Justice Russell (receiving the largest reverently): Well, well, I have never seen such a thing before. (Laughter).

ROUSED BY BURGLAR

BLOODHOUND CHASE IN EARLY MORNING.

Lady Loder, of Leonardslee, Lower Beading, near Horsham, was aroused by a noise outside her bedroom. She looked out and saw a man on the landing.

He ran into the bathroom, and Lady Loder immediately raised the alarm, telephoning for the police and ringing the fire alarm to rouse her servants.

When the Horsham police were notified they rushed bloodhounds from Chichester to Leonardslee.

Later two men, who were found on the estate about a mile and a half from the house, were detained.

Shadows Before.

COMING EVENTS ANNOUNCED IN THE "MAIL."

Entertainments.

July 2—Queen's Theatre; "The Whole Town's Talking."

July 2—World Theatre; "Prisoners of the Storm."

July 2—Star Theatre; "East Lynne."

July 2—Tea Dance Cafe Restaurant Parisien, 4.30 p.m.

July 2—Isako's Circus, New Reclamation Ground, Praya East, Wanchai 9.15 p.m. Matinee: 4 p.m.

July 2—Second promenade Concert, Lee Gardens, 9.30 p.m.

July 3—Return engagement of the Wilbur Players at Star Theatre, Kowloon.

Sports.

July 2—First Night Swimming Fete of the season at V.R.C., 9 p.m.

July 2—Weekly sailing race for Royal Hong Kong Yacht Club, 3 p.m.

Meetings.

July 2—Adjourned meeting of China Coast Officers' Guild and Marine Engineers' Guild of China, (H.K. Branches) 7 p.m.

July 7—Annual meeting of the Hong Kong Radio Society, "South China Morning Post" Bldg., 5.30 p.m.

Lammert Auctions.

July 5—Valuable household furniture at Sales Room, 2.30 p.m.

July 6—Valuable household furniture, No. 178, Kowloon Tong, 2.45 p.m.

Miscellaneous.

July 2—Theosophical Society's Bathing Picnic Party leaves Queen's Pier for Picnic Bay at 4 p.m.

July 3—Wah Yan Old Boy's Union holds ping pong social, 3 p.m.

July 4—American Community "at home" to friends at the Hong Kong Hotel Roof Garden, 4-6.30 p.m.

CHURCH NOTICES.

A CHARGE OF ONE DOLLAR IS MADE FOR ALL NOTICES UNDER THIS HEADING

ST. JOHN'S CATHEDRAL, HONG KONG.

July 3rd 1927.
3rd Sunday After Trinity.

Holy Communion (8 a.m.)
Children's Service (10 a.m.)
Matins (11 a.m.)
Preacher: Rev. W. R. Cannell.
Holy Communion (12 noon).
Evensong (6 p.m.) Preacher: Rev. E. A. Rigden, R.N.
Thursday 7th, Holy Communion at 7.45 a.m.

FIRST CHURCH OF CHRIST SCIENTIST.

Macdonnell Road, below Bowen Road Tram Station.

Sunday Service 11.15 a.m.
Subject:—"God."
Wednesday Evening Meeting at 5.30 o'clock.
Reading Room at above address, open:—
Tuesday and Friday 10 a.m. to 12 Noon
Monday and Thursday 5 to 7 p.m.
The Public is cordially invited to attend the service and visit the Reading Room.

WESLEYAN METHODIST CHURCH.

Queen's Road East, Wanchai, (opposite Naval Hospital).

Sunday: July 3rd:—Services 10.15 a.m. and 6 p.m. Holy Communion at close of evening service.
Preacher: Rev. J. C. Knight Anstey.
Subjects:—Morning: "Peter"—just "Peter"! Evening: "Take care what you listen to."
Sailors' & Soldiers' Home, Arsenal Street.
Sunday: 3 p.m. Bible Class conducted by Mr. A. J. May.
Sunday: 8.15 p.m. Chaplain's Hour.
Thursday: 8 p.m. Fellowship Meeting.
Saturday: 8 p.m. Prayer Meeting.

NOTICE.

CHINA COAST OFFICERS' GUILD and MARINE ENGINEERS' GUILD OF CHINA HONG KONG BRANCHES.

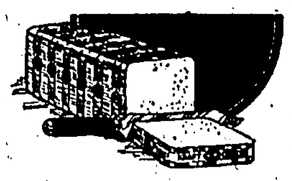
URGENT.

Adjourned Meeting this (Saturday) evening at Seven o'clock.

Important.

W. J. STOKES,
Branch Secretary.

BUY



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T. F. Miraflores	50's
Nedda	50's
H. K. Bouquet	50's
Violante Extra Fine	50's
Adornos	50's
Derby Winner	50's
T. F. Butties	50's
Pastime	20's
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No acid to injure the stomach

Orange, Lemon, Almond, Rose, Pineapple, Strawberry, Mulberry, Vanilla, Banana, etc.
Large 70 cts. Medium 45 cts. Small 25 cts.

Phone us to send you a trial bottle to-day

THE SINCERE CO., LTD.

LOCAL AND GENERAL NEWS.

Two cases of enteric fever, one in the city and the other at Shaukiwan, were notified yesterday. Both were Chinese.

Sir John Cargill presiding over the annual meeting of the Burma Oil Company announced that the Directors of the Company had agreed to offer £100,000 to establish a college for mining and engineering in connection with Rangoon University.

Aberavon has been enjoying an unusual sensation. For several days householders have been drawing from their water taps not only the fluid they desired, but tadpoles in such large numbers that the authorities have finally decided to isolate the reservoir. An alderman of the district has the record, for in drawing a pint of water he found no fewer than 55 tadpoles swimming about therein.

Five minutes after obtaining a divorce at Livingston, Montana, from his second wife, Mr. Walter Hill, son of the late railway king, James J. Hill, married his third wife. The wedding was performed by a magistrate in a room adjoining the one in which the decree had just been pronounced. The bridegroom had been ordered to pay his second wife £5,000 cash, an additional £5,000 in five years, and £200 a month for life. The divorce proceedings lasted 15 minutes; the marriage less than half that time. The third wife of the heir to the Hill millions is an actress who is known as one of the beauties of the Ziegfeld Follies.

Says the "Times of Ceylon": A lesson regarding the need for pushing a country's staple products in overseas markets comes from Mauritius, where the sugar planters have had an unpleasant surprise in the form of a letter from a Canadian firm to the "British Trade Journal." In seeking certain information the letter stated:—"We understand that this island (Mauritius) exports cane sugar. . . ." The "we understand" has come as a terrible eye-opener to a country which has been exporting cane sugar for over a century, and which thought that fact ought to have been indelibly impressed on the mind of every school-boy by the text-books of the class-room. The experience of the Mauritius planters should serve to bring home to Ceylon the necessity for an active tea advertising campaign supported by a compulsory cess.

The Calcutta "Statesman" understands that a questionnaire has been circulated amongst the European Government officials in India, in which they are asked to indicate, before the sitting of the Statutory Commission, whether they have any intention of resigning their services and retiring on proportionate pensions.

Lieut. Carleton C. Champion, who recently climbed 33,455 feet in a seaplane, establishing a new altitude record. The record was made while flying over Hampton Roads. The old record stood at 30,479 feet and was made by a Frenchman several months ago.

The days of smart passages under sail are not yet entirely over, for some of the ships in the great Australian grain race put up quite respectable times, observes a Liverpool shipping paper. They can scarcely compare, however, with the Danish barque "Suzanne," French-built in 1880, which has just made a passage of 29 days from Havre to Simnamarie in French Guiana, where port works are in active progress. Considering that her gross tonnage is only 1,229, and that she cannot, therefore, be compared with the powerful "Hougemont" and such ships, this is a remarkably smart passage, and in the old days, when the doings of every sailing ship were carefully chronicled in the Press, it would have attracted a good deal of attention. As it is, no notice has been taken of her achievement.

The cat's whisker we all know nowadays. Broadcasting has made it familiar to us. Now I discover that the mouse's whisker is also made useful in art—another art, that of painting china (says a "Daily Chronicle" writer). For the decoration of majolica a very delicate brush is needed; the best material for it has been found to be the whiskers of mice.

The death occurred yesterday of the eleven months' old daughter of Dr. and Mrs. F. M. Graca-Ozorio, of No. 2 Cambay Buildings, Kowloon. The funeral took place at the Catholic Cemetery, Happy Valley, last evening. There were many friends of the family present and a number of floral tributes were placed on the grave.

A peculiar feature of the rainless thunderstorm which broke over Penang in the early hours of June 9 was that scissors and other steel articles became magnetised and readily picked up pins and such like small objects. For the benefit of sceptical readers, says a writer in the "Straits Echo," I would add that I had not dined out the previous evening and that the phenomenon was noticed by the entire staff.

Was any other age ever so obsessed by the desire for youth as this? A physician, Sir Thomas Oliver, in his presidential address to the Institute of Hygiene, gave a good deal of time to discussing the changes in the effect of age. Sir Thomas said that the middle period of life leaves more changes upon women than upon men, but the middle-aged women of to-day are, I think, refuting the theory that a woman looks old sooner than a man (says an "Evening Standard" writer). Not only does she pay more attention to her figure than the middle-aged man does to his, but she has avoided the convention of her mother's day which demanded a special mode of dress according to age. A man still hazily supposes that a middle-aged woman will look like the middle-aged woman he knew when he was a boy, and is often surprised when he does a little arithmetic to find that a slim and straight dancing partner with a trim shingle must be older than his grandmother was when he used to see her in cap and shawl.

SOCIAL AND PERSONAL NEWS.

The Bishop of London visited North Stoke, Oxfordshire at Whitsuntide and acted as curate during his stay as a guest in the village.

A new shape in bouquets has appeared. It is known as the long bouquet, and will be used at all the smart weddings of the season (says the "Daily Express"). This is by no means a sheaf of flowers. It is rather in the shape of a cone, slightly pointed, with the blossoms lightly and charmingly arranged. "We are using flowers in pastel tones just now," said a Bond Street florist to a "Daily Express" representative. "As the season advances into summer flowers deepen in hue, and the effect will be richer. Brides are choosing the blue, mauve, and pink sweet peas—pale yellow iris and tulips for the gold wedding, mauve tulips and lilac for the mauve wedding, pink carnations and roses for pink weddings. These colours, and, of course, white roses or lilies for a silver or white bride, are among the fashions ruling in wedding flowers this season."

There will not, after all, be such a gathering of descendants of William the Conqueror in France from this country as was at first expected, says a Home paper. The few leading families with clear titles are not at all keen about making a show of the fact, and it would require more time than is available to sift the mass of other claims which have been made. Curiously enough, nothing has been said of the family which certainly possesses the most interesting link with the hero of the forthcoming celebrations. Lord Suffield, who was such a great friend of King Edward, married a daughter of Major R. P. Gabbett, of Limerick, and his ancestry is traced back without a flaw to the grandmother of William the Conqueror. The name was originally "de la Garbette," and the members who came over with William settled in Shropshire. It is a further interesting fact that the Garbetts have enjoyed the favour of our reigning monarchs right down to the present time.

News has been received of the death in Montreal, Canada, after an illness of two months' duration, of Mr. W. A. Higinbotham, the senior superintendent of agencies of the Sun Life Assurance Company of Canada. Mr. Higinbotham was very well-known in the Far East and made frequent visits here during the last 25 years. In addition to China, Mr. Higinbotham superintended the company's businesses in Japan, the Straits Settlements, Manila, India, Egypt and Great Britain, and the news of his death will be received with great regret by his many friends.

Miss Megan Lloyd George, daughter of the former Premier who recently made her first political speech before a London audience. The substance of her remarks was that the Conservative and Labour parties were too occupied to give attention to the housewives' needs; hence housewives and mothers must turn to Liberalism. Miss Lloyd George later stated that she had no intention of standing for Parliament at the present time, but might do so in the future.

A Reuter cable from New York states that Mr. Andrew B. Mellon, Secretary of the United States Treasury, has sailed in the Italian liner s.s. "Conte Biancamand" to Gibraltar whence he will go on a summer holiday cruise in the Mediterranean in the yacht "Venetia." He will return to America in September.

Ladies are not only wearing the fashionable snake necklets, with evening dress, but earrings, bracelets, and girdles to match (says the "Daily Telegraph"). The stiff slave necklets to go with the gold bangle came over from America, and were promptly superseded by a flexible ornament having a snake's-head clasp, with jewelled eyes. Gold and silver or imitations of those metals are used, and the latest variation of the fashion lies in twisted gold and silver ropes, of which the small ones are worn round the neck, while the larger ornaments girdle the evening frock. Earrings and, if desired, a bracelet in the same design can also be worn, though it would require a statuesque figure to carry off the effect without appearing to be over-adorned.

Captain Nungesser, whose death in essaying the direct Paris—New York flight must now, we fear, be taken for granted, was during the war a leading member of the famous "Cigogne" squadron. Most of the "as" who belonged to the famous escadrille have met their fate, including Guynemer, who for so long held the record of victories in the French Army. It was the irony of fate that Guynemer who was rejected from the infantry on the score of ill-health, should have become the doughtiest of French airfighters. He strongly objected to the idea that there was anything romantic or chivalrous in an air combat. "It is a mean job," he told the writer, "when I go up, I look round hoping to spot a Boche who has not spotted me, and to shoot him down before he knows that I am there."

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COME AND SEE
THE CIRCUS POST CARRIER PIGEONS
In commemoration of the visit of ISAKO'S CIRCUS to Hong Kong, free prizes will be given away. At every performance, our carrier pigeons will be let off in the centre of the ring and the persons on whom they alight will be the recipients of the following gifts:—
GOLD WATCHES, RINGS, BRACELETS
AND MANY OTHER VALUABLE AND USEFUL ARTICLES.
Cut and bring this slip to the circus ticket office and you will obtain your ticket at a special rate from 30 cts. up.

SPORTS SECTION

AT WIMBLEDON.

MORE SEMI-FINAL RESULTS.

TILDEN & MRS. MALLORY LOSE.

Wimbledon, July 1.

There was a downpour of rain in the morning but the weather brightened later.

In the semi-final of the ladies' doubles Miss Heine and Mrs. Peacock beat Mrs. McIlquham and Miss Harvey 5-7, 6-2, 6-1.

Brugnon and Cochet reached the semi-final stage, beating Kingsley and Gregory 8-6, 6-3, 3-6, 6-4.

Mixed Doubles.

In the second round of the mixed doubles Dekehrling and Miss Bennett beat Tilden and Mrs. Mallory 3-6, 6-1, 6-4.

Austin and Miss Nuthall beat Borotra and Madame Bordes 6-4, 9-7.

Men's Doubles.

In the fourth round Raymond and Condon beat Higgs and Lester 6-3, 6-4, 6-4 and meet the holders, Brugnon and Cochet, in the semi-final.

Betty's Future.

London, July 1.

Mrs. Nuthall states it has been finally decided that Betty is to remain an amateur.—Reuter.

S. Africans Win.

Rugby, July 1.

Rain again interfered with the tennis championships at Wimbledon to-day, where the most interesting results were Austin and Miss Nuthall (Britain) beat Borotra and Madame Bordes (France), De Kehrling (Hungary) and Miss Jennett (Britain) beat Tilden and Mrs. Mallory (America), Brugnon and Cochet (France) beat Gregory and Kingsley (Britain), and Raymond and Condon (South Africa) beat Higgs and Lester (Britain). —British Wireless Service.

MACAO RACES.

"TIPS" FOR SUNDAY'S MEETING.

1.—The Chekiang Plate:—5 furlongs.

Dunwell 1
Beautiful Terrace ... 2
Green Island 3

2.—The Fukien Plate:—6 furlongs.

Hon Sin 1
Shanghai Friend 2
Sunburst Rose 3

3.—The Anhwei Plate:—once round.

Spectre 1
Chui Chow Ning 2
U-Un 3

4.—The Chihli Plate:—1 mile.

Little Sit Tang 1
Cherry Brandy 2
Sun Ning 3

5.—The Honan Plate:—7 furlongs.

Sutherland 1
Areia Preta 2
Perversity 3

6.—The Hupeh Plate:—once round.

Macao Beauty 1
Dunwell 2
Green Island 3

7.—July Champion:—1 mile.

Wild Fellow 1
Shan Mein 2
Sunburst Rose 3

LOCAL VOLLEYBALL.

INTER-SCHOOL FINAL TESTS.

The annual inter-school competition, organised by the Chinese Y.M.C.A., is now nearing the finish; in two divisions the results are now certain.

The "C" division matches were completed last week, St. Paul's taking first place with Queen's and Ellis Kadoorie tied for second.

The deciding match in the "B" division was between St. Paul's and King's, the former winning by a narrow margin after a keen struggle. This result decides the two first places, though the placing of the other teams is not yet certain, as there are several other matches still to be played.

In the "A" division two teams, St. Paul's and the Tutorial Institute, have won all their matches so far. The final match between these two will be played on July 5 at the Y.M.C.A., after which the shield and cups will be presented.

The usual weekly sailing race for service boats will be held at the Royal Hong Kong Yacht Club to-day, commencing at 3 p.m.

CRICKET SPOILED.

RAIN RUINS COUNTY GAMES.

NO DEFINITE RESULTS.

London, July 1.

It has been raining throughout the country since the County matches commenced on Wednesday last.

The M.C.C.-Oxford University match at Lords resulted in a draw.

The M.C.C. scored 82 for the loss of no wickets, of which Titchmarsh obtained 52.

Hutchinson's Century.

At Gloucester Derby drew with Gloucestershire.

Derbyshire scored 353 (Lee 77, Hutchinson 102), Mills taking seven wickets for 98 runs.

Gloucestershire made 21 runs for the loss of two wickets.

Cambridge Draw.

Mr. H. D. G. Leverson-Gower's XI drew with Cambridge University at Eastbourne.

The former scored 268 for nine wickets and declared, Jardine making 78.

Cambridge replied with 269 for seven (Longrigg 55).

Games Spoilt.

None of the following games count in the County championship, as in no case was there six or more hours' play:

Essex, who were down to play Lancashire at Leyton, scored 30 runs for one wicket when the game was stopped.

Hampshire, playing against Nottinghamshire at Nottingham, scored 326. Kennedy made 53 and Mead 81. S. Staples took six wickets for 69.

Notts scored 10 runs for the loss of no wickets.

Warwickshire against Northamptonshire at Northampton obtained 184 runs for five wickets. Bates scored 50 and Quaife 60 not out.

One Run Only.

Leicestershire, playing against Kent at Tonbridge, made 70, Capes taking seven wickets for 20 runs.

Kent had scored a single run when play was abandoned.

Somerset, against Yorkshire at Bath, scored 145 for seven. White made 56 not out.

Sussex, playing Glamorganshire at Brighton, made 133. Mercer took six wickets for 48.

Glamorgan scored 37 for the loss of one wicket.—Reuter.

FAMOUS PAIR.

Holmes.

Yorkshire's famous first wicket batsman.

Sutcliffe.

Holmes' partner. The pair hold the record for first wicket partnerships producing over 100 runs each.

RECORD SWIM.

TWINS IN WATER FOR 52 HOURS.

New York, July 1.

Twins of thirteen years, Bernice and Phyllis Zitenfeld, who hope to swim the channel, claim a record 162 mile swim in the Hudson River from Albany to New York State. They reached the Battery after being 52 hours and 30 minutes in the water, over a period of eleven days. The previous record was 57 hours and 11 minutes. —Reuter's American Service.

THE TOTALISATOR.

SYSTEM EXPLAINED TO M.P.'S.

ANSWER TO OBJECTIONS.

At the invitation of Major Glyn, member for the Abingdon Division of Berkshire, a meeting of M.P.'s was held at the House of Commons to hear an explanation of the totalisator system of betting, which is at present the subject of an inquiry instituted by the Jockey Club. The attendance was confined to members who have more than two training or horse-breeding establishments in their constituencies, and numbered upwards of twenty.

No effort was made to take the sense of the meeting regarding the desirability or otherwise of installing the totalisator at race meetings in Great Britain, as the purpose of the gathering was to enable members to acquire further information on the subject, rather than to give them an opportunity of expressing their own views.

296 Race Days.

A memorandum was circulated containing answers to arguments raised in the 1923 report of the Select Committee on the Betting Duty, against the adoption of the totalisator in Great Britain. The memorandum stated that there was no suggestion that bookmakers should be prohibited, and no evidence existed that the practical working of the totalisator showed that large bets gradually ceased to be made on it.

It was pointed out by the Select Committee in Britain there are 296 days in the year on which races are run, and these take place at no fewer than forty-five different racecourses. With the exception of Newmarket, which has twenty-nine days, no course has more than ten days' racing.

The memorandum stated that the portable totalisator would obviate this difficulty; but on all courses with a large attendance the turnover would be large and the percentage deducted would be sufficient to warrant the installation of the totalisator. On the point made by the Select Committee regarding the cost of the system, the reply in the memorandum was that the totalisator can be very expensive or otherwise, and the room occupied by it is entirely for the decision of the racing authorities.

If necessary, the machines could be underground, and only the selling booths above the ground. "If there is room for the bookmakers, there is room for the totalisator," was the concluding observation.

"FIGHTING MARQUIS."

A new picture of the Marquis of Clydesdale, well-known amateur boxer and 'Varsity champion.

Trainer's Views.

Captain H. H. Caldicott, who has recently returned from Egypt, after training horses there for many years, said that the totalisator meant better prizes for owners and better prices for backers. He would give one instance. Myra Gray won the Cesarewitch at fifty to one, but the odds under the totalisator system, after deducting the percentage for expenses, would have been 270 to 1. The totalisator did not interfere with commission agents at all. The only thing was that the totalisator prices were taken as the starting prices instead of those returned by the bookmakers.

Asked by Sir Henry Cautley what was his experience of the betting done by owners where the totalisator was in operation, Captain Caldicott said he found they put some money on the totalisator, and some with commission agents.

"Not Very Keen."

The Chairman said he had been told that the trainers at Newmarket were not very keen about the totalisator, but his own experience in Berkshire was that they were in favour of it. Admiral Beamish had made inquiries in his constituency — Lewes — and had found that five out of six approved of it. Therefore, if the objections raised in the report of the Select Committee were met, it seemed that it would be to the advantage of racing if the totalisator could be introduced, not, of course, doing away with bookmakers.

Sir Henry Cautley remarked that what had been referred to as the report of the Select Committee was his own report, framed in a judicial spirit upon the evidence which had been taken. He had no objection to the totalisator, as such, and he suggested that it should be tried alongside the bookmakers. The objections to it were really on physical grounds—mainly the lack of adequate space. It was also thought, as there were only two meetings a year on the bulk of the racecourses in Britain, it would be difficult to cover capital cost.

Sir Leonard Brassey said it might be supposed from the point made regarding the trainers that they were big betting people. His own experience was just the opposite. A great number of trainers did not have a bet at all, and if they did it was a very small bet.

The Chairman remarked that trainers did not see how owners could carry on unless stakes were improved, and they did not see how stakes could be improved unless the totalisator was introduced.

GREYHOUND RACING

GROWTH OF SPORT IN ENGLAND.

Unchecked by any controlling body and without a code of rules to govern the sport, greyhound racing tracks are growing in numbers at an amazing pace.

A new track was opened by Mr. P. J. Hannon, Unionist M.P. for Moseley, at Alcester Lanes End, King's Heath, Birmingham, and another will be opened at Sheffield. There are tracks at Manchester and Liverpool.

The Greyhound Racing Association, Limited, have nine more in prospect in England and Scotland, including tracks at the White City, Shepherd's Bush, W., and at Harringay, N., and the company owning the Birmingham and Sheffield tracks will open one at Hull and others at Bristol and Blackpool later. Birmingham is to have a second track at Hall Green.

It is clear that competition of this sort will very soon bring the sport of greyhound racing to the level of a circus, and the need for an honorary board of control on the lines of the National Coursing Club, Jockey Club, and N.H. Committee, in a position to deal impartially with proprietors of racing tracks in the matter of licences and with the owners of greyhounds and the whole of the personnel of the sport, is very urgent.

5,000 Spectators.

Further evidence of the new sport's popularity was found at Birmingham when 5,000 people, including many women, saw the opening of the new track there. The equipment, electrical and otherwise, is all-British.

The "hare" which was started for the first race by Mr. Hannon worked splendidly except in one race, when it slowed down for some unaccountable reason and was all but caught by the favourite, which was leading. In the result a back-marker brought off a surprise by dashing past the slowing down leaders as the hare sped away again, and getting a commanding lead.

The turns of this track are sharp, and the dogs bunch at those points. Probably it was this which led them suddenly to give up racing and turn to fighting in the sixth race near the winning post. The race was re-run. Save for these incidents the racing went off smoothly.

LONDON EXCHANGES.

Rugby, July 1.

Paris	124
New York	4.85 19/32
Brussels	34.91
Geneva	25.23
Amsterdam	12.12½
Milan	87
Berlin	20.45
Stockholm	18.17
Oslo	18.76½
Vienna	34.52½
Prague	163⅞
Helsingfors	192.80
Madrid	28.28½
Lisbon	2 7/16
Athens	355
Bucharest	805
Rio	5 25/32
Buenos Aires	47¾
Bombay	1/5 51/64
Shanghai	2/7
Hong Kong	2/0¼
Yokohama	1/11 9/32
Silver Spot and Forward	26 1/16

—British Wireless Service.

SHARE MARKET.

OFFICIAL QUOTATIONS.

Hong Kong, July 2, 1927, 10.30 a.m.

Stock.	Hong Kong Stock Exchange.	
T.T. on London	2/-	
T.T. on Shanghai	$78	
Banks.		
Hongkong Bank	$1067½ b [$1075 s & sn	
do. Lon. Reg.	$116	n
Chartered Bank	£20	n
Mercantile A. & E.	£30¾	n
do. C.	£13¾	n
P. & O. Bank	£9	b
East Asia	$68	n
Marine Insurances.		
Canton Insurance	$820	s
China Underwriters	80 cts.	n
North China Insurance	T143	b
Union Insurance	$280	n
Yangtze Insurance	$40 M.	n
Fire Insurances.		
China Fire Insurance	$210	b
H.K. Fire Insurance	$600	s
Shipping.		
Douglases	$31½	b
H.K. Steamboats	$22¾	s
H.K. Tugs & Lighters	1.10	n
Indo-Chinas (Pref)	$80	n
do. (Def.)	$60	s
Shell Transports	98/-	n
Star Ferries	$51½ b	$52 s
Water-boats	$16.20	b
Refineries.		
China Sugars	$18	s
Malabon Sugars	$32	n
Mining		
Benguets	$1.70	b
Kailan Mining Ad.	40/-	b
Langkats (Combined)	T20¼	n
do. (Single)	T9¾	n
Shanghai Exploration	T3¾	n
Shanghai Loans	T7	n
Raubs	T4	n
Tronoh Mines	19/3	n
Ural Caspians	8/-	n
Docks, Wharves, Godowns, &c.		
H.K. & K. Wharves	$108	b
H.K. & W. Docks	$38	n
Hongkews	T145	b
New Engineerings	T5¾	n
Shanghai Docks	T97½ b	$100 s
Lands, Hotels & Bldgs.		
H.K. & S. Hotels	$6.90	s
Hongkong Lands	$55¼	b
Hongkong Realty	$6	s
H.K. Territorials	$1½	n
Humphreys Estates	$12½	n
Prince's Building	$89	n
Rural Lands	$1½	n
Cotton Mills.		
Ewo Cottons	T7.35	n
Orientals	T2.10	n
S'hai Cottons (Old)	T52	b
do. (new)	T26	b
Buses, Trams, &c.		
China Buses	T7	b
H.K. Tramways	$20.55 b	$20.80 s
Peak Trams (old)	$15	s
do. (new)	$8	s
Singapore Tractions	10/8 b	11/- s
Taxis	$1	n
Miscellaneous.		
H.K. Amusements	$19	n
Canton Ices	$5	n
Cements (comb.)	$7.10 b	$7.20 s
do. (old)	$6.60	n
do. (new)	$1	s
China Lights (comb.)	$14	s
do. (old)	$10¾	n
do. (new)	$7¼	n
China Prov.	$4½	b
H.K. Constructions	$2.30	n
Dairy Farms	$15	n
Der A. Wings	$6	n
H.K. Electrics	$51.60 b	$52.15 s
Macao Electrics	$35	b
H.K. Ropes (old)	$10	n
do. (new)	$5	s
Lane, Crawfords	$7	s
Mackintosh	$19½	n
Sinceres	$8½	n
United Asbestos	$20	n
Watsons	$11¼	n
Wm. Powells	$6	n
H.K. Telephones	$3.70	n
Nanyang Tobaccos	—	

EXCHANGE.

Hong Kong, July 2.

On London—	
Bank, Wire	2/-
Bank On demand	2/- 1/16
Bank 30 day's sight	—
Bank 4 months' sight	2/-¼
Credits 4 months' sight	2/1 1-16
Documentary 4 months' sight	2/1 3/16
On Paris—	
On demand	1240
Credits 4 months' sight	1315
On Berlin—	
On demand	nom
On New York—	
On demand	48 5/8
Credits 60 days' sight	50¼
On Bombay—	
Wire	
On demand	134½
On Calcutta—	
Wire	
On demand	134½
On Singapore—	
On demand	86½
On Manila—	
On demand	98
On Shanghai—	
On demand	nom
30 day's sight (private paper)	—
On Yokohama—	
On demand	102½
Gold Leaf, 100 fine (per tael)	—
Sovereigns (Bank's buying rate)	9.65
Silver (per oz.)	26 1/16
Bar Silver in Hong Kong	3% prem
Chinese Copper Cash	nom.
Chinese Copper Cents	6% pm.
Rate of Native Interest	7% p.a.
Chinese Sub. Coin	26% dis.
Hong Kong Sub. Coin	par

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and
Miss MARGUERITE SENOUR
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ADMISSION:—Gentleman $1 with one lady free; extra lady 50 cents, light refreshments included.

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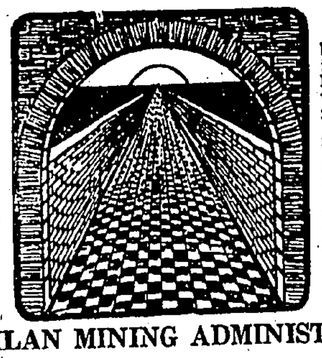

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Delivered to Bowen Road and Lower Levels, $22.00 per ton.
Delivered to Kowloon, $20.00 per ton.

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MOTORING SECTION

A ROADLESS VEHICLE

TRANSPORT THAT MAKES ROADS.

Early during the drought in Queensland the need for a quick and efficient transport was brought home rather forcibly to the Man Outback. The railways were found to be incapable of doing the haulages required of them, and even motor trucks, while greatly helping to end the congestion, were, due to a partial absence of roads, unable to cope with the work. The result was that a cry went up for more and yet more, roads and railways. Unfortunately, both these services, apart from being costly, take a long time to construct; and even then it must be admitted that the railway train is painfully limited. It can only run backwards and forwards over its own line.

The road-using vehicle has proved a success (says "The Queenslander") because it can be operated on either side of a railway-line, and can transport goods to any place where there are roads; provided, of course, that they are in a trafficable condition. Here its sphere of usefulness ends; for without roads the motor truck is useless, and it leaves (in an undeveloped country such as ours) considerable areas of territory over which efficient transport is out of the question.

To meet this a large firm of British manufacturers has developed a "roadless" vehicle, with which it is possible to travel successfully and economically over ordinary land areas where there are no roads. This roadless vehicle is able to operate two-dimensionally; the road using vehicle is unindirectional, that is to say, it can move only where there is a made road. The value of roadless transport in undeveloped countries, therefore, cannot be overestimated. It can either "feed" railways, or it can replace them altogether. It does not require any expenditure of money to be made on roads before it can operate; and, more important still, there is the fact that this new vehicle actually makes roads.

The principle of the vehicle is the replacement of the rear wheels with an endless chain, or band, which takes the greater part of the load that is carried (together with the greater part of the weight of the vehicle itself), and this weight is spread over a very much larger area of ground than is the case where rear wheels only are employed. Fundamentally, a wheel only gives a "point" contact with the surface over which it rolls; and the weight of the load and the truck are concentrated at this point, with the result that a very high pressure is put on the surface, which, unless it is very hard, gives way and breaks up.

In the roadless vehicle the action of "spreading the load" has the result of infinitely decreasing "point" pressure on the ground, so that the surface, instead of being broken up, is gently pressed down and consolidated; and, after two or three trips of the machine over virgin surface that surface is well on the way towards becoming a good, solid road. The front wheels of the vehicle carry only a small portion of the load, and are practically there for steering-purposes only.

This "roadless" truck consists in the main of a standard chassis, lengthened, and with a double reduction gearbox midway between the ordinary gear box and the back axle, thus duplicating the gear ratio, and giving, in all, six speeds forward and two reverse; the low gear being in the neighbourhood of 65 to 1. The engine is a standard four-cylinder water-cooled unit of a type that has been thoroughly tested in all parts of the world; and to meet occasions when hard spells of driving are carried out on bottom gear the radiator is enlarged and fitted with a bigger tank. Apart from this there is no other complication, and therefore nothing to make the vehicle less reliable than the ordinary four-wheeled machine.

The roadless chain-track is of a type that has been developing ever since the War. It consists of a bogey attached to the chassis by semi-elliptic springs, and incorporating four wheels, one of which is the chain-driving wheel, fitted on to the ordinary back axle of the vehicle. Two centre wheels are pivoted, and are the weight carrying members, being situated over that portion of the track which comes in contact with the ground. The forward wheel is in the nature of a "jockey," which keeps the chain tight: at the same time enabling a grip to be obtained where any unusually high projections are encountered. Ordinary brakes, having 16in. drums, are fitted, and are mounted on the back wheels.

The truck is designed to carry a load of 25cwt. over any sort of country. In fact, it will even haul through a swamp. Another feature is that the machine is convertible very easily into an ordinary four-wheeled vehicle. The chain track can be replaced by pneumatic-tyred rear wheels, the time taken for conversion being only four hours. In order to test the economy and general efficiency of the vehicle several trials have made over a period, and it has been found that the cost of operating, after allowing for depreciation, interest on capital, drivers' wages, fuel &c., worked out at 1/3 per ton per mile. A rather excellent record.

SKID PROBLEM.

IMPORTANCE OF TYRE DESIGN.

Tyre design plays an important part in the efficiency of the performance of the modern motor vehicle. To-day, we have left behind long ago the problem of combining durability and resiliency with freedom from punctures, and now nearly all the well-known tyre manufacturers are turning their attention to the urgent question of the elimination of skidding. One company, has produced a tyre with a deep cut tough lozenge tread, which seems to offer a remarkable resistance to skids. On wet and greasy surfaces the new tread bites through to the road bed and tends to obtain a firm grip, that is a rebuff to every slipping tendency.

However, skids, like disease, will always persist to the end of motoring, and so we all should be prepared at one time, or another to deal with such occurrences. It is generally accepted that the most efficient way of coping with a skid is to declutch and debrake instantly, at the same time turning the wheel in the direction of the skid. There are some motorists who are so expert at handling their cars when under the influence of skids that these road dangers have no more terrors to them. The skids referred to, however, are those usually caused by a stoppage of the back wheels through over-zealous braking, or at least a misjudgment as to the amount of useful friction provided by the surface of the roads. The worst type of skid is that known as the front-wheel variety, which develops quite suddenly sometimes when one's car is travelling at speed. For this there is practically no known remedy, as its action is so swift and unexpected, and the car goes completely out of control. A frequent cause of front-wheel skids is for the front wheels to be slightly out of track, or for a "pull" to have developed in the steering.

THE PROXYLIN FINISH.

The Ford Motor Company was one of the first firms to realise the possibilities of Proxylin or cellulose as a body finish for motor cars, and experiments in this direction began some time ago.

Stage by stage the difficulties and objections natural to an experimental period were overcome and the results obtained to-day are so satisfactory that the whole range of passenger car bodies are now finished in Proxylin.

The result obtained in the case of Ford cars is a satin-like finish and it is exceedingly durable. It is claimed that it is unaffected by moisture, grease, strong light, air, mud or water, and is capable of withstanding heavy and careless usage to a far greater extent than the very best coach-finished paint and varnish.

A further merit is that it gradually improves, both in lustre and texture, by use, so that a car, after several months usage, is normally of a better appearance than when it was first purchased.

RIDERS AT FAULT.

COSTLY ERRORS IN TYRE INFLATION.

About two motor cyclists out of every 100 get full mileage out of their tyres. A sweeping assertion—but true.

Our observation has shown us that there is no doubt that motor cycle tyres are, in general, subjected to considerable abuse in the matter of pressures and that this abuse is due to the lack of appreciation of users of the necessity for correct inflation.

Too much emphasis cannot be given to the importance of correct inflation pressure.

Too little pressure is a very costly matter from the tyre point of view, but on the other hand a very high pressure is neither asked for nor required. The pressure should simply be correct for the load—and the very little initial trouble in determining this will be repaid over and over again in extra mileage, comfort and freedom from tyre trouble. Proceed as follows: Determine the total loaded weight which is being carried by each wheel. For this a substantial weighing machine is necessary preferably a weighbridge.

First put the back wheel only on the weighbridge. Drop the stand so that the machine will remain upright and sit in the saddle. Weigh in this position and the result is the "back tyre load" or "back axle weight." Then put the front wheel only on the weighbridge and sit in the saddle. The weight imposed in this position is the "front tyre load" or "front axle weight."

For example, suppose the tyre is a 2½in. section, the front tyre load is found to be 172lbs. and the rear tyre load 200. Reference to the pressure table will show that the correct pressures are 27lbs. front and 38lbs. back.

If a pillion passenger is carried both tyre weights must be ascertained with both driver and passenger seated on the machine. The necessity for this will be seen from the following experiments made by us for the purpose of this article.

The motor cycle unladen was found to weigh 312lbs., the front tyre load being 146lbs. and the back tyre load 166lbs.

With driver weighing 150lbs.—a total of 462—the distribution was:

Front tyre load .. 172lbs.
Back tyre load .. 290lbs.

Only 26lbs. was added to the front tyre load as against 124lbs. to the back.

With a pillion passenger weighing 142lbs.—total weight 604lbs.—the distribution was:

Front tyre load .. 154lbs.
Back tyre load .. 450lbs.

It will undoubtedly surprise most owners to find that the weight on the front tyre is reduced by the addition of a passenger, while that on the back tyre is increased by more than the weight of the passenger.

The determination of the correct pressure to use and the testing to ascertain that it is put in at the time of inflating is not quite the whole story. What remains to be done is to see that the pressure is always maintained. For many years the valve used for motor cycle tyres did not permit the pressure to be ascertained, as, once closed by the pressure of air inside it, it could not be opened from the outside. On Dunlop motor cycle tyres, however, the standard inner tube valve is of a special type which does enable the pressure to be checked, thus giving the motor cyclist an advantage previously only enjoyed by the car user.

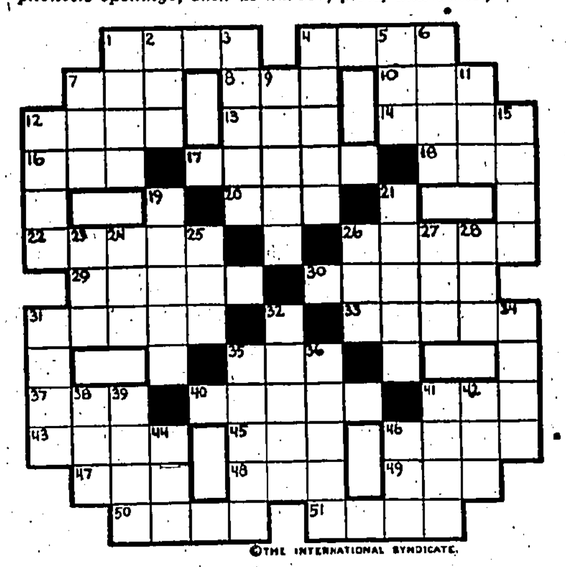
The Dunlop pressure gauge, properly designed accurately to register tyre pressures, can be purchased from any properly equipped garage for a small sum.

Rubber is not absolutely impermeable to air, and pressure may very slowly fall. Test, therefore, at frequent intervals (say at least once a week) and restore by a few pump strokes any air that has been lost. The use and maintenance of correct pressure is the whole secret of successful tyre use.

You can spoil the finest tyre in the world and prevent it from doing its duty by depriving it of the only thing that makes it pneumatic.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



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HORIZONTAL
1–Grow together
4–Stupid
7–A beverage
8–A garden implement
10–Everything
12–Residue of curdled milk
13–Intoxicating drink
14–An entrance
16–Barnyard fowl
17–Producer of motion
18–To court
20–A small tumor
22–A heathen
26–Trimming on front of a dress
29–A puzzle
30–Quick
31–A quantity of yarn
33–Obeys
35–Sheep cry
37–Cook with fat
40–An animal

HORIZONTAL (Cont.)
41–Pallid
43–To blow a horn
45–A measure of length
46–To beckon
47–A rough prickly flower head
48–Also
49–Insect
50–Wealthy
51–Fruit skin

VERTICAL
1–Acute
2–Negative answer
3–To hurl
4–An evil spirit
5–Extremely angry
6–To emit a current of air
7–Article
9–Farthest from the center
11–A card game
12–To flog

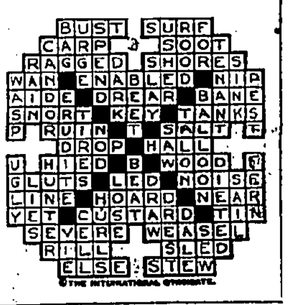
VERTICAL (Cont.)
15–Put to flight
19–A hut
21–Insipid
23–Built by Noah
24–An exclamation
25–A religious person
28–A sweet conserve of fruit
27–A place for coal
28–Strange
31–Ductile
32–Forbid
34–To depress
35–Sleeping compartment
36–Zeal
38–To steal
39–Possessive pronoun
41–To direct one's course
42–Perform
44–Prefix. Three
46–Bar

SUGGESTIONS FOR SOLVING CROSS-WORD PUZZLES

Start out by filling in the words of which you feel reasonably sure. These will give you a clue to other words crossing them, and they in turn to still others. A letter belongs in each white space, words starting at the numbered squares and running either horizontally or vertically or both.

(The solution of the above cross-word puzzle will appear in Monday's issue along with a new cross-word puzzle.)

YESTERDAY'S SOLUTION.



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During the last year the Triplex Safety Glass Co. experienced considerable difficulty in meeting the over-growing demand for their product both at home, and oversens. A further new factory, however, is now being completed and, when this is finished, the company will possess no less than five factories in various parts of the world.

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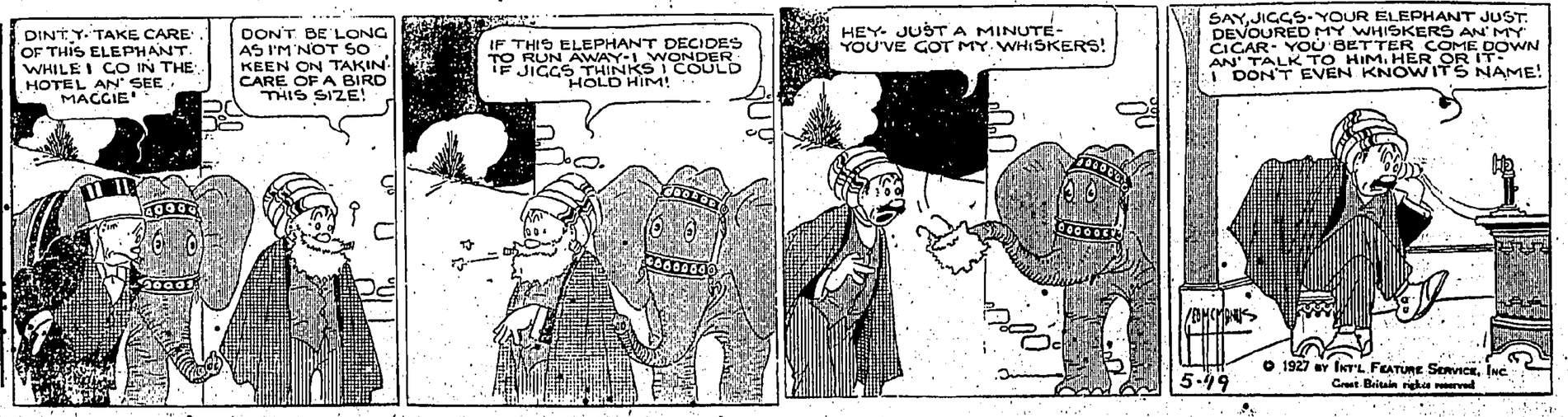

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SATURDAY, July 2nd, at 9.30 p.m.

Admission :— $1.
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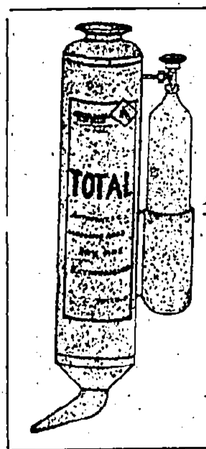

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Consultation Free.

CENSUS FACTS.

FIVE MILLION UNMARRIED WOMEN.

MAN'S SPHERE INVADED.

Census papers are full of untruths (writes Sir Leo Chiozza Money in the "Sunday News"). It is still very difficult to persuade women to reveal their ages, even to the most austere of census collectors; hundreds of thousands of women never advance beyond thirty for census and other useful purposes. The divorced, also, are shy of revealing their status, as is sufficiently shown by the fact that in 1921 only 16,682 of us confessed to being matrimonial failures.

But, as to one important detail, the census gets the truth, and that is as to the division of the sexes. We have all been astonished to learn how great is the surplus of females amongst us. A nice word this "surplus," a term calculated to embitter the bosom of any woman.

All the commentators seem to think that, where women are concerned, it is possible to have too much of a good thing, and certainly it is food for thought when the census shows that, in England, there are eleven females to every ten males, which means that in England and Wales there are not enough males by 1,736,000. A surplus of nearly two million females!

A Growing Evil.

The disproportion of the sexes has grown enormously through the war. It was serious enough at the census of 1911, when, again to speak of England and Wales only, the females exceeded the males by 1,179,000. When the war broke out this surplus had increased to about 1,200,000. Then came the war with its sacrifice of our finest young men and the making, on a larger scale than ever before, of widows, orphans and old maids.

A great army of unmarried marriageable women has been formed amongst us, and it is rapidly growing. It is a social evil which multiplies itself. It is bound, in the nature of the case, to make increase. It is well that we should think about it.

In the United Kingdom at the present moment, with its population, including all Ireland, of about 48,000,000 men, women and children, there are already over 5,000,000 unmarried women aged 15 to 45.

Thus, it will be seen, it is not merely that there is a surplus of women over men. It is even more significant that the army of the unmarried is exceedingly greater than the disproportion of the sexes.

Why Marriage Declines.

A number of causes combine to make marriage difficult for men.

Luxury grows apace, and the taste for luxury is inconsistent with marriage on moderate means. The application of science to work, as at present organised, produces a wealth fund which is not sufficient to provide more than moderate comfort for people who desire to live a respectable domestic life.

On the other hand, cheap luxuries can be commanded by those who remain single, and who avoid civil and social responsibilities.

In the contest between domesticity and luxury, the taste for luxury easily wins in a large proportion of cases. There are all sorts of social engines to stimulate the abandonment of the domestic life. Having what is called a "good time" is widely advertised as desirable, and as it is utterly inconsistent with marriage and the rearing of children, real marriage grows increasingly unpopular, and the birth rate rapidly falls.

By their wholesale invasion of men's occupations, women are making it obviously impossible for men to marry, if we use that term with its ancient meaning. The war greatly stimulated the independent economic existence of women, and the economic collapse due to the war created an enormous amount of male unemployment even while it flooded the labour market with women seeking men's jobs. In these extraordinary circumstances, we can hardly be surprised that marriage seems impossible to millions of men.

More Childless Unions.

So the army of unmarried marriageable women must increase. While they are young, the present generation of young women find it possible to obtain employment which enables them to dress better than their mothers did at their age, and to enjoy much more fun than came the way of their parents. One has only to examine the sort of remuneration which is offered to even educated young men at the present time, to understand how difficult it is for a girl to find in marriage the degree of luxury which she enjoys as a single woman.

In many cases, no doubt, this leads to childless marriages, in which both parties continue their occupations. That is happening very widely in America where one-roomed flats are being built as mock homes for "marriages" of the new sort.

It is for these profound and menacing economic and social reasons that the surplus of marriageable women is enormously greater than the surplus of females.

The latter, although serious enough, is comparatively a small thing. When we speak of an excess of 1,736,000 females over males, we refer, not to adults alone, but to men, women and children. The actual excess of females aged 15 to 45 in the United Kingdom is about 700,000.

When, therefore, we know that there are over 5,000,000 unmarried women of those ages, we see clearly that the excess of unmarried is much more than is accounted for by the disproportion of the sexes.

What 1931 Will Reveal.

The truth is that so many marriageable women are unmarried because men are unable or unwilling to marry. And when we ponder the reasons for that inability or unwillingness, we understand that they are reasons which are becoming stronger every day.

When the next Census is taken, in 1931, it will assuredly reveal (1) a further decline in the rate of increase of the population, (2) a further considerable increase in the excess of females over males, and (3) a very great increase in the army of unmarried marriageable women.

ALSATIAN WOLF-HOUNDS.

In the nursery they are admirable dogs, particularly if they are brought there as puppies. People in England have an idea that they are not trustworthy with children. I think that is because those they know are imported police-trained dogs, imperfectly understood by their owners, dogs who have been carelessly handled and have, therefore, become vicious. A fully-trained imported police-dog, and above all, a stud dog, is a delicate proposition, and not a possession to be lightly acquired. As a constant companion the Alsatian is unbeatable. Nothing pleases him better than to follow the horses. He has the long, untiring wolf-lope, and he will go off foraging on some business of his own and be back again before you have noticed his absence. To see him silhouetted against the sky, with his prick ears, the strong, graceful line of his back from neck to tail, and his strongly-muscled, well-let-down hind quarters, is to see something which reminds you of the world's youth, when the morning stars shouted together for joy. He is the incarnation of the joyful spirit of the wild places of the earth. Perhaps one of his greatest charms is the fact that, so far at any rate, he is still the unspoiled and primeval type. So many breeds of dogs have been turned into unnatural forms which Nature must abhor, such as pugs, bulldogs, and Pekingese, with their deformed noses and snuffling snouts. But the Alsatian is the expression of Nature at her loveliest and best. He is built for speed, endurance, and strength, and he represents the Greek ideal of purity in line and form. The question of police training is a vexed one. There is no doubt that a fully-trained dog is a most enviable possession, and personally I like to have one police-trained dog always with me. It gives the most enormous feeling of security, and is a far better protection for a woman than a revolver should she be forced to live in some lonely spot.—Lady Kitty Vincent in the "Royal Magazine."

SUNRISE AND SUNSET.

July	a.m.	p.m.
" 2	5.42	7.11
" 3	5.42	7.11
" 4	5.43	7.11
" 5	5.43	7.11
" 6	5.43	7.11
" 7	5.44	7.11
" 8	5.44	7.11
" 9	5.44	7.11
" 10	5.45	7.11
" 11	5.45	7.11
" 12	5.46	7.11
" 13	5.46	7.11
" 14	5.47	7.11
" 15	5.47	7.11
" 16	5.48	7.10
" 17	5.48	7.10
" 18	5.49	7.10
" 19	5.49	7.10
" 20	5.49	7.10
" 21	5.50	7.09
" 22	5.50	7.09
" 23	5.51	7.08
" 24	5.51	7.08
" 25	5.51	7.07
" 26	5.52	7.07
" 27	5.52	7.06
" 28	5.52	7.06
" 29	5.53	7.06
" 30	5.53	7.05
" 31	5.54	7.05

MISS DUGGAN.

A WHITE AND RED WEDDING.

SIR T. BEECHAM'S ORCHESTRA.

The wedding at St. Margaret's, Westminster, of Miss Marcella Duggan and Mr. Edward Rice sealed a charming romance.

Miss Duggan, the beautiful 19-years-old daughter of the Marchioness Curzon, is heiress to a large part of the fortune of £4,000,000 left by her father. Mr. Rice, who is the elder son of Mr. Henry Rice, of Dane Court, Eastry, Kent, is 27 and a barrister.

When the engagement was originally reported Lady Curzon issued a denial. But love triumphed. Miss Duggan was determined to marry the man of her choice, and a fortnight later Lady Curzon announced that the wedding would take place.

The brilliant ceremony attracted a very large number of people anxious to gain a glimpse of the bridal pair, and women swarmed up the railings surrounding Westminster Abbey.

A Bower of White and Red.

The church was a bower of white and red. White lilies and lilac, with palms and ferns, were massed at the chancel steps and at the end of the nave, and beautiful bunches of red roses mounted on tall staves were placed at intervals at the ends of the pews. The bride's bouquet was of white lilies, and her bridesmaids carried red roses.

While the congregation was assembling the London Symphony Orchestra, under Sir Thomas Beecham, occupying several pews in the corner round about the font, played Bach's prelude and fugue in E flat major, while at the end of the service they played the Wedding March from "Lohengrin."

Lady Curzon, looking very handsome in a long grey coat trimmed with fur and a feather toque of pink and grey, with brush plumes to match, greeted Lord Balfour at the door of the church, and he escorted her up the nave to her seat in the front pew.

Given Away by Mother.

The bride, who was warmly cheered on her arrival, escorted by her brother, was given away by her mother. She looked extremely pretty in a white satin gown, with a long train of silver net, beautifully embroidered with lilies over silver, and a flowing tulle veil covering all.

She was followed by four pages, the Hon. Michael Cecil, Simon Warrender, Nicholas Mosley, and John Godley, in white court suits with lace jabots. There were six bridesmaids—Lady Diana Bridgeman, Lady Catherine Willoughby, the Hon. Betty Grosvenor, the Hon. Esme Glyn, Miss Rosalie Willoughby, and Miss Cynthia Burns—who were also in white.

King Manoel and Queen Augusta Victoria, the latter wearing a golden brown velvet coat, were among the many guests, and Capt. the Hon. Alexander and Lady Patricia Ramsay came with their niece, Lady Jean Ramsay. Prince and Princess Paul of Serbia brought Princess Marina of Greece, and Prince and Princess Obolensky were also present.

The Ambassadors.

The Diplomatic Corps was well represented, the members including the American Ambassador and Mrs. Houghton, with Miss Houghton, the new Italian Ambassador, the German Ambassador and Frau Sthamer, and the Swiss Minister and Mme. Paravicini.

An interesting couple were the newly engaged Lord Weymouth and the Hon. Daphne Vivian, who came with Lady Mary Thynne, and Mr. Oswald and Lady Cynthia Mosley and Sir Victor and Lady Warrender brought their little page sons.

Lady Powis was wearing black and gold with a black velvet cloak, and Lady Oxford was in an old-world shot pink and grey taffetas with a swathed mole-coloured velvet toque, and she also carried a moleskin muff.

Lord Balfour and the American Ambassador were among those who signed the register.

So dense was the crowd as the bridal party left the church that many women only saw them by standing with their backs to the procession and holding their hand-bag mirrors above their heads.

The first part of the honeymoon is being spent at Nuneham Park, near Oxford, lent by Lady Harcourt.

£50,000 LEGACY.

EX-ACTOR'S STORY OF A WINDFALL.

"Sonny, when you are a big man I shall one day make you a splendid gift."

These words, a reporter was told, were uttered 30 years ago to Mr. Charles Ashmead Watson, of Havelock Street, Stoke-on-Trent—then aged 7—by an aunt who was leaving for Canada to be married.

He heard nothing more of her, said Mr. Watson, until a London firm of solicitors informed him that his aunt—Mrs. Amelia Elizabeth Webb, the widow of a farmer near Montreal—had died and left him £50,000.

Mr. Watson, who until a few months ago was the proprietor of the Portland Hotel at Longton, near Stoke, was formerly on the stage as a comedian under the name of "Danny Leighton," but retired after an attack of bronchitis had affected his voice. He has also been a film artist.

He intends, he stated, to give half his legacy to Canadian hospitals.

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TIFFIN HOURS 1 to 2. DINNER HOURS 7.30 to 9.
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Saturdays: 8 to 12
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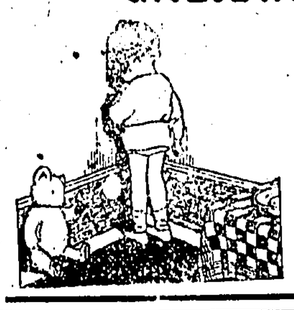

MAKES HIM A GOOD BOY AGAIN.

The China Mail

ESTABLISHED 1845

HONG KONG, SATURDAY, JULY 2, 1927.

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"PATROCLUS"	27th July	Marseilles, London, Rotterdam & Glasgow
*"MACHAON"	9th Aug.	Marseilles, London, Rotterdam & Hamburg
"ANTENOR"	24th Aug.	Marseilles, London, Rotterdam & Glasgow

*Calls at Casablanca.

LIVERPOOL SERVICE.

"OANFA"	20th July	Genoa, Havre, Liverpool & Glasgow
"ATREUS"	20th Aug.	Genoa, Havre, Liverpool & Glasgow
"TEUCER"	15th Sept.	Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE.

via KOBE & YOKOHAMA.

"ACHILLES"	2nd July	Victoria, Vancouver & Seattle
"TYNDAREUS"	23rd July	Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"HELENUS"	31st July	New York, Boston & Baltimore
"MENTOR"	25th Aug.	New York, Boston & Baltimore

PASSENGER SERVICE.

"PATROCLUS"	27th July	Singapore, Marseilles & London
"ANTENOR"	24th Aug.	Singapore, Marseilles & London
"HECTOR"	5th Oct.	Singapore, Marseilles & London
"AENEAS"	1st Nov.	Singapore, Marseilles & London

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RADIO NOTICES.

Radio Telegraph Services are now in operation between Hong Kong and the following places:—French Indo-China, Province of Yunnan, Canton, Swatow, Kongmoon Macao, Kwong-chow-wan, Fort Bayard, Wuchow and Hoihow.

Rates and further particulars on application to the Radio Counter 1st Floor, G.P.O. Building.

During the interruption of the Hong Kong-Macao cable service the Macao Radio Station will remain open for the exchange of telegrams with Hong Kong from 8 a.m. to 10 p.m. The Hong Kong Station is always open and messages are accepted at any time throughout the 24 hours.

INWARD MAILS.

From	Per
SUNDAY, JULY 3	
Manila	Pres. Jefferson.
Europe via Negapatam papers only London, 2nd June	Laisang.
MONDAY, JULY 4	
U.S.A., Honolulu, Japan & Shanghai	Pres. Grant.
U.S.A., Honolulu, Japan & Shanghai	Pres. Van Buren.
Australia & Manila	Arafura.
TUESDAY, JULY 5	
Japan & Shanghai	Porthos.
FRIDAY, JULY 8	
Japan & Shanghai	Khiva.
SUNDAY, JULY 10	
U.S.A., Canada, Japan & Shanghai	President Lincoln.

OUTWARD MAILS.

For	Per	
SATURDAY, JULY 2		
Shanghai & Europe via Siberia	Szechuen	2.30 p.m.
SUNDAY, JULY 3		
Swatow, Amoy & Foochow	Hai Ning	9 a.m.
*Swatow, *Amoy & Formosa	Hozan Maru	9 a.m.
*Swatow & Bangkok	Kaigan	9 a.m.
Shanghai, Japan, Honolulu, Canada, U.S.A., C. & S. America & *Europe via San Francisco 28th July & Europe via Siberia. Parcels 3 p.m. Registration 4.15 p.m. Letters 5 p.m.	President Jefferson.	
MONDAY, JULY 4		
Amoy	Laisang	5 p.m.
Manila	Pres. Van Buren	5 p.m.
TUESDAY, JULY 5		
Hoihow, Pakhoi & Haiphong	Menado Maru	8.30 a.m.
Saigon, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles—due Marseilles, 5th August. Kowloon P.O.:—Registration 10.30 a.m. Letters 1 a.m. *G.P.O.:—Registration 12.45 p.m. Letters 1.30 p.m.	Porthos.	
Manila	Pres. Grant	4.30 p.m.
WEDNESDAY, JULY 6		
Swatow, Amoy & Formosa	Taikwa Maru	9.30 a.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa	Panama Maru	9.30 a.m.
Wei Hai Wei	Kuetchow	2.30 p.m.
Java via Batavia	Tjimanock	3.30 p.m.
FRIDAY, JULY 8		
Swatow, Amoy & Foochow	Hai Ching	Noon

*Correspondence bearing vessel's name only.

Printed and published for the concerned by GEORGE WILLIAM CADE BURNETT, Managing Editor, at 5, Wyndham Street, Hong Kong.

A DARING TRIP.

PEKING LEGATION OFFICER'S VENTURE.

PASSING THROUGH HONG KONG.

Members of a party who are shortly to embark on a somewhat hazardous undertaking—a motor trip from Indo-China, through the heart of Burma, to Europe—are at present staying in Hong Kong.

The leader of the party is Capt. D. McCallum, of the East Yorks (Peking Legation Guard) who, on the occasion of Home leave, determined to depart from the beaten "track" in the manner indicated, the warnings of his friends that he would find Burma an insurmoustable obstacle for motor passage, merely strengthening his determination to prove if possible that such a journey was practicable.

The party also hopes to get some game shooting on the way.

Capt. McCallum is accompanied by his wife (who is one of the Coates family, of cotton fame), Mr. Norman G. Lovell (who was with the Ray—Chapman expedition in Mongolia) and is in charge of transport arrangements and Mr. Rumsey Williams, who will also help in the matter of transport.

Two cars are to be used on the expedition, Master 6 Buicks, fitted with special tanks, and with a full load capable of a cruising capacity of 1,000 miles without re-filling.

The party leaves Hong Kong for Haiphong on the "Tonking" on Wednesday and will commence the expedition early in the following week.

I have in my time written a novel or two, but never cease to wonder how it is done.—Mr. Galsworthy.

I am not very likely to get married, but if I did I would insist on the old service.—Lord Hugh Cecil.

CANADA'S JUBILEE.

Service In Westminster Abbery.

A MESSAGE FROM THE KING.

Rugby, July 1.

A path of beacon fires from the Atlantic to the Pacific marked to-day's celebration of the Diamond Jubilee of Canada's confederation.

The people of Canada, to whom special messages were sent by the King, the Governor-General, and the Premier, Mr. Mackenzie King, are celebrating the Jubilee by a three days' festival.

In London a special service held at Westminster Abbey was attended by the Prime Minister and many of his Cabinet, by members of the Diplomatic Corps and overseas representatives.

Lord Willingdon.

Four past Governor-Generals of Canada, the Duke of Connaught, the Marquess of Aberdeen, the Duke of Devonshire and Viscount Byng were among the congregation.—British Wireless Service.

Continued at foot of next column.

STAR THEATRE

9.15 p.m.—TO-MORROW—9.15 p.m.

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SPECIAL ADDED ATTRACTION
at 5.10 & 9.20 p.m.
(By kind permission of Lt.-Col. T. G. Mathias, D.S.O., and Officers)
THE FAMOUS BAND OF
2nd Bn., THE WELCH REGT.
will play

(*a*) The Mad Major .....March
(*b*) Morning, Noon and Night ...Overture.
(*c*) Moonlight and Roses .....Fox Trot.
(*d*) Rose Marie..... .....Selection.

Chain of Beacons.

Ottawa, July 1.

A fiery chain of beacons blazing on the hilltops from ocean to ocean testifies to the universality of the celebrations of the sixtieth anniversary of the confederation in connection with which the whole Dominion is indulging in festivities, and prayers of thanksgiving.

Beginning to-day the prairie hamlets and scattered bands of Indians and Eskimos in the remote North West are synchronising their celebrations with those of the capital where the jubilee was signalised with syrens, the martial music of massed choirs singing the national anthem, and the peels of the new carillon bells in the tower of Parliament House, the first note of which was sounded wirelessly by His Majesty from London.

Birthday greetings are pouring in from the Dominions and foreign premiers. The Governor-General, Viscount Willingdon, sent a message in which he spoke of the proud loyal citizenship of the great growing nation.

Mr. Mackenzie King, in a stirring statement, commends the national rejoicing at peace, plenty, progress and prosperity attributable to the spirit of unity animating the nation.

The first official act of the United States Minister, Mr. Phillips, will be participation in the commemoration.

Even the prisoners are blessing the occasion with thanks for the remission of sixty minor sentences and the reduction of sentences for the more serious delinquents.—Reuter.

MORE RAIN!

Squalls and more rain are predicted in the official weather report with southerly winds and a cloudy sky.

There is little change in pressure distribution since this morning, the anti-cyclone and the Tongking depression remaining stationary.

Rain, an overcast sky and south east winds is the forecast for the next 24 hours.

TO-DAY ONLY

WORLD

2.30, 5.15, 7.15, 9.15,

HOUSE PETERS
in
PRISONERS OF THE STORM

STAR

2.30 to 11.15 p.m. CONTINUOUS

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